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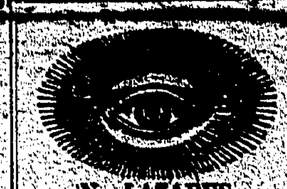
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TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 6 A.M.	(*) No. 10 A.M.	No. 8 A.M.	No. 12 A.M.	No. 14 A.M.	No. 16 P.M.	No. 18 P.M.	No. 20 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
Kowloon ...Dep.	8.40	8.05	8.30	9.10	10.00	12.00	1.15	2.15	2.35	4.30	5.40	7.35
Yaumati ...Dep.	8.49	—	—	9.20	10.06	12.08	1.22	—	—	4.38	5.50	7.40
Shatin ...Dep.	7.01	—	—	9.33	10.20	12.20	1.34	—	—	4.50	6.02	7.53
Taipo Market Dep.	7.15	—	—	9.48	10.33	12.34	1.47	—	—	5.04	6.15	8.06
Taipo ...Dep.	7.20	—	—	9.53	10.37	12.38	1.51	—	—	5.08	6.19	8.10
Fanling ...Dep.	7.30	—	—	10.05	10.47	12.48	2.01	—	—	5.18	6.30	8.20
Sheungshui ...Dep.	7.35	—	9.07	10.10	10.52	12.53	2.06	—	3.14	5.23	6.35	8.24
Shumchun ...Arr.	7.41	8.45	9.12	10.16	10.58	12.59	2.12	2.55	3.20	5.29	6.41	8.30
Canton ...Arr.	—	1.02	—	5.57	—	—	—	7.03	—	—	—	—

DOWN TRAINS

STATIONS.	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 15 A.M.	No. 5 P.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 23 P.M.	No. 11 P.M.
Canton ...Dep.	—	—	—	—	8.05	—	—	—	—	3.30
Shumchun ...Dep.	7.18	9.05	10.35	11.40	12.18	2.58	4.39	5.49	6.45	7.36
Sheungshui ...Dep.	7.25	9.12	10.42	11.47	—	3.05	4.46	5.56	6.52	—
Fanling ...Dep.	7.30	9.16	10.47	11.51	—	3.10	4.50	6.00	—	—
Taipo Market Dep.	7.40	9.26	10.57	12.02	—	3.21	5.00	6.10	—	—
Taipo ...Dep.	7.44	9.31	11.01	12.06	—	3.26	5.04	6.15	—	—
Shatin ...Dep.	7.57	9.44	11.14	12.20	—	3.39	5.17	6.28	—	—
Yaumati ...Dep.	8.11	9.56	11.26	12.32	—	3.51	5.29	6.40	—	3.06
Kowloon ...Arr.	8.17	9.02	11.32	12.38	12.58	3.57	5.35	6.46	7.28	

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THE DUCHESS OF YORK.

FASCINATING STUDY OF HER LIFE.

A fascinating study of the life of the Duchess of York is given in an entertaining book written by Lady Cynthia Asquith ("The Duchess of York"), just published in London.

The book, written with the personal approval of the Duchess, includes many details, hitherto unpublished, of her childhood and girlhood, and of these recent years when, by her marriage with the Duke of York and through her own charm, she has become most popular throughout the Empire.

The youngest but one of ten children, Lady Elizabeth Bowes-Lyon, as she was until her marriage, was born on August 4th, 1900, at St. Paul's Waldenbury, the Hertfortshire home of her father, the fourteenth Earl of Strathmore.

It was here, in the delightful Queen Anne house and Seventeenth Century garden alternating with yearly three months' visits to the ancestral home at Glamis Castle, in Forfarshire, that she spent most of her childhood. Few children can have had so happy a childhood, although, states Lady Cynthia, "It was in no artificial hothouse, but in the hurly-burly of big brothers and their big dogs, that the Duchess learnt to walk and to live."

"The story of the Duchess of York's early life," she adds, "is peacefully devoid of startling incidents. It is unpunctuated by any melodramatic accidents or illnesses. It would be agreeable to be able to say that she was very naughty, but, alas! it would not be true.

Tenants Tied To Trees.

"There was plenty of what the tenants of Glamis Castle still call her 'merry mischief.' This 'merry mischief' they are not likely to forget, for many of them spent considerable time tied by string to fences and trees. Sacrifices to realism, they were greatly contributing to the joys of the game of Red Indians. Visitors, too, were often startled by cascades of water descending from above, followed by triumphant peals of laughter from a child concealed on the roof."

In all her pranks Lady Elizabeth's inseparable companion was her young brother David.

Her capacity for merriment did not leave her when she grew to girlhood, and the story is told here of how she once made the members of a big luncheon party, "a pompous and difficult one," laugh. Before the party she asked a friend, "Can you laugh? Will you laugh with me at luncheon whenever I raise my left eye-brow? Let us practise now."

The joke succeeded. "At given intervals throughout that at first solemn meal her musical voice rose in seemingly natural mirth, accompanied by a raucous peal of forced merriment, and all solemnity was soon at an end."

One of the favourite memories of the Duchess's childhood days is the garden at Waldenbury. Lady Cynthia Asquith states: "This is what she goes back to (so she tells me): At the bottom of the garden, where the sun always seems to be shining, is The Wood—the haunt of fairies, with its anemones and ponds, and moss-grown statues, and the big oak under which she reads, and where the two ring-doves, Caroline-Curley-Love and Rhoda-Wrigley-Worm, contentedly "coo" in their wicker-work "Ideal Home."

Enchanted Wood.

"There are carpets of primroses and anemones to sit on, and she generally has tea either in the shadow of the statue of Diana or near another favourite one called the "Running Footman" or the "Bounding Butler" (to grown-up people known as the Disc-Thrower).

Whenever—and this is often—a dead bird is found in this enchanted wood it is given solemn burial in a small box lined with rose-leaves.

"Very often she gets up very early—about six o'clock—to feed her chickens and make sure they are safe after the dangers of the night. The hens stubbornly insist on laying their eggs in a place called the flea house, and this is where she and her brother go and hide from nurse."

During the War Glamis Castle was turned into a hospital and every soldier who was lucky enough to be sent there has happy memories of the Duchess, who, though she was was too young to be a nurse, buried herself all the time in helping her mother and the staff. Many of these soldiers have kept up a correspondence with the Duchess, and among them was a man whom

(*Continued on next Column*).

she met again at Melbourne on the occasion of the Duke of York's visit to Canberra.

"People were intrigued," writes a correspondent to the author, "because her Royal Highness danced and sat out with one partner who had no uniform or Orders, and only the medals which show the war service from 1914 to the end. A pretty story hangs on this."

An Invitation.

The man was a young engineer officer who had frequently visited Glamis. A telephone message while the Royal party were at Melbourne invited him to come to see the Duchess. "It was a delightful visit," adds the correspondent, "for the Duchess had him in her sitting-room for a long talk, and so successfully laid aside the weight of Royalty that he could have fancied himself again at Glamis with the friend he had known. When she dismissed him, the Duchess told him that she wanted to dance with him that night at the ball, and would send for him. Accordingly, that evening, an A.D.C. fetched him and took him up to the dais, and when the Duke of York came up, the Duchess said, 'I want to introduce my husband to you.'

"That is the explanation why her first and second partners were the Governor-General and the Prime Minister, and the third a civilian with no signs of glory."

Lady Cynthia Asquith reveals that the Duke of York first saw his future wife when she was only five years old. "Amidst all the distractions of crackers and iced cakes, the little girl made so deep an impression, that at their first grown-up meeting, about thirteen years later, he immediately recognised her."

Fittingly the book ends with a chapter on the mother and daughter, the Princess Elizabeth, and their re-union after the long visit to Australia. "Two wishes rise in one's heart," states Lady Cynthia Asquith, "that the daughter may grow to resemble her mother, and that for the mother the Summer of Life may prove as fair as the Spring."

YACHTING IN THE AIR.

ATTEMPT TO REVIVE BALLOONING.

"Do you balloon?" may soon be asked over a cup of tea among those who are jaded with the thrills of fast motor-cars or mere airplanes. Efforts are now being made to revive ballooning in England, and the only obstacle is the want of a convenient gasometer.

Balloons are inflated with ordinary coal gas, and, as this is supplied at household rates and costs twice the pre-war figure, ballooning will be an expensive pleasure. It costs approximately £20 to inflate a balloon to carry four or five passengers.

Airship Club.

The idea is being developed by the Airship Club, which is associated with the Royal Aero Club, a body originally formed for ballooning.

An appeal for additional members has been issued by the Airship Club committee, and is signed by Mr. Griffith Brewer, Lord Cunliffe, Captain F. L. N. Boothby, Mr. A. F. de Moleyns, and Mr. C. C. Turner.

"Ballooning in Great Britain," they say, "formerly a popular and inexpensive pastime, with some little scientific interest and a spice of adventure, safe, and having a useful connection with airship work, is now in almost complete eclipse. Airplanes have absorbed efforts at one time spent on ballooning, and the increased cost of labour and material since the war has been a deterrent. In the United States, and in France, Belgium, Italy, and Germany, however, ballooning is still widely enjoyed, while every year the Gordon Bennett and other balloon races attract large entries.

Three Balloons.

"Recently the Airship Club has acquired three balloons; one of 80,000 cubic feet capacity, one of 60,000, and one of 40,000 cubic feet. The club is now in a position to provide the means for ballooning to its members, many of whom were balloonists before the war or went through balloon courses during the war. All over the country there are many who will hail with satisfaction the opportunity for an occasional balloon trip, and the club will now be in a better position to secure Great Britain's representation in the international Gordon Bennett contest.

"Engines for three small airships are now available, together with other parts, and the club only requires an increase of membership to allow airship yachting to begin."

DIARY OF EVENTS.

To-day.
(October 2nd.)

White Drive: Police Branch M.C.I. at Helena May Institute, 2.45 p.m.
Sanitary Board Meeting, 4.15 p.m.
Queen's Theatre: "Spring Fever."
World Theatre: "What Price Glory."
Star Theatre: "Fast and Furious."
Tea Dance: H.K. Hotel, 4.30 p.m.

Wednesday.
(October 3rd.)

Seaman's Institute Whist Drive.
Union Church, Farewell Meeting for Rev. J. Kirk Macomachie, 5 p.m.
Queen's Theatre: "Spring Fever."
World Theatre: "What Price Glory."
Star Theatre: "Fast and Furious."
Tea Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Outward: Europe *vid* Vancouver and Europe *vid* Siberia (*Empress of Canada*), 10 a.m.

Thursday.
(October 4th.)

Billiards League: R.E. and R.C. *v.* K.O.S.B.; Queen's *v.* Royal Artillery; Warders *v.* C. and P.O. Club; Dockyard *v.* Water Police; Land Police *v.* Garrison Mess.
Grand Tattoo, Sookunpoo.
Queen's Theatre: "Two Lovers."
World Theatre: "What Price Glory."
Star Theatre: "The Road To Romance."
Tea Dance: H.K. Hotel, 4.30 p.m.

Friday.
(October 5th.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.
Grand Tattoo, Sookunpoo.
Queen's Theatre: "Two Lovers."
World Theatre: "What Price Glory."
Star Theatre: The Road To Romance."
Tea Dance: H.K. Hotel, 4.30 p.m.

Saturday.
(October 6th.)

Extra Race Meeting, Happy Valley, 2.30 p.m.
Grand Tattoo, Sookunpoo.
Golf: Autumn Meeting, Fanling.
Queen's Theatre: "Two Lovers."
World Theatre: "What Price Glory."
Star Theatre: "The Road To Romance."
Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Mails:—Outward: Europe *vid* Victoria, B.C. (*Protesilaus*), 10.30 a.m.; Europe *vid* Siberia (*Sunning*), 6 p.m.; Europe *vid* Marseilles (*Fushimi Maru*), 9 a.m.

Sunday.
(October 7th.)

16th Sunday after Trinity.
Golf: Autumn Meeting, Fanling.
Chinese Aquatic Sports, North Point, 2 p.m.
Tea Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Inward: Europe *vid* Negapatam, letters only (*Benares*).

ARCHDUKE AND BOURGEOIS.

THE BANKRUPTCY OF A ROYAL GROCER.

Many years before the collapse of the Dual Monarchy the Austrian Archduke Leopold Salvator, of the Tuscan line of the Hapsburgs, elected to become a "bourgeois," adopting the name of Wolfling. After the collapse he found it difficult to make a living, but refused no kind of work, and tried his hand on the films, as an insurance agent, as a writer, and, finally, as a grocer near Vienna. He sold his tea personally to his customers, many of whom came in motor-cars, merely for the sake of the sensation. They bought, it may be said, little or nothing.

Gradually, however, people got used to seeing the former Archduke in the rôle of a tradesman, and although he worked hard, with his adopted daughter and her husband, he could not make ends meet. The shop had to be sold, but as he could not settle his accounts—his offer of an arrangement being refused—action for some £120 has been taken against him.

Wolfling claims a sum of money denied him by his dynastic family. He has conducted a suit against them for years, and still hopes for a favourable result. Meantime his impatient creditors are clamouring at his doors, and are even demanding his arrest.

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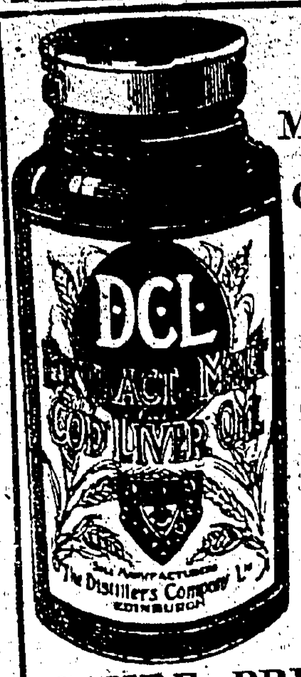
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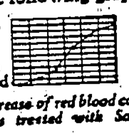
Sir Gilbert Parker, Bt., the famous novelist, writes:

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CANTON.

CARUSO'S FIRST TRIUMPH.

HUMAN STORIES OF A GREAT SINGER.

Seven years ago Caruso died, and every lover and student of the art of song was conscious of loss, in spite of the fact that he had not not been heard in England for years before his death. The gigantic fees which he demanded towards the close of his career set him beyond the reach of Covent Garden, and few people whose memories of opera do not go back for a quarter of a century can have heard him in the flesh in this country. Gramophone records, however, confirmed all that tradition told of him.

What manner of man was he? The answer is given in a book published "Wings of Song" (Hutchinson, 16s.), in which his widow, Dorothy Caruso—the American girl with whom he made what was practically a runaway marriage—tells of their three years of married life, and gives fragments of the story of his early days, including the amazing tale of his first appearance as an operatic star.

Sudden Summons.

He was acting as understudy to the leading tenor in a small Italian touring company. They came to a town in which he had friends, and there was a celebration. He was summoned suddenly to take the tenor's place, but was in such a condition that he could not even remember the name of the opera. He was hooted off the stage, dismissed from the company, and mocked by small boys in the street, who shouted after him "Ubbriaco" (drunkard).

The next night, when he was trying to drown his sorrow in more red wine, a panting messenger arrived at his lodging:—

"Caruso, come," gasped the messenger. Caruso, asking no questions, leaped down the stairs and out into the street, paying no attention to the puffing messenger. But a word here and there reached him. "They won't listen to the tenor. Hissed him. Call for you." Caruso stopped short. "Call for me! Liar! They don't even know my name!" "Not your name," panted the boy. "They call for Ubbriaco."

That was his first night of triumph, and from that point he never looked back. He refused, however, to the end of his life to sing in the opera in which he had disgraced himself.

Contradictions.

The book is full of stories, exhibiting every aspect of the character of a man who was a bundle of contradictions, infinitely kind and hard, dowered with humility and eaten up with vanity, tenderly considerate and ruthless in his demands on those who served him.

There is a delightful account of his doctoring of Tetrazzini when she called on them, suffering from a cold, on the eve of an important concert.

"Wait then," said Enrico. "I have a good spray. It will make your throat well. Come with me." He led her to the bathroom, and, making her sit on the edge of the tub, sprayed her throat carefully with a mixture of iodoform and ether. I can still see her balancing on the rim of the tub in full evening dress while Enrico, wearing his immense gold-rimmed spectacles, hung over her like an anxious owl.

He was not above blaming other people for the consequences of his self-absorption. Georges Carpentier and his bride reached New York on their honeymoon and called on him. He began sketching directly they were announced, scarcely spoke to them, and let them go.

After they had left I said, "Think of that young man being a boxer—the French champion!" "Who?" asked Enrico, looking up from his sketch. "Why, M. Carpentier, the man who was just here." "What?" cried Enrico, jumping up. "Not Georges Carpentier, the boxer? Why didn't you tell me so that I could be intelligent?"

Preparing For Opera.

Singers will be interested in his preparations for an operatic performance:—

At nine o'clock we would wake to the sound of music. The accompanist would be in the studio playing over the music of the opera to be sung that night. Enrico would drink a cup of black coffee, take his bath and an inhalation, all the while listening or humming an accompaniment. Dressing was a machine-like routine. Two valets assisted him, and they were not allowed to speak to him or to make the slightest noise. We lunched on consommé and cold chicken. During the afternoon he rested or *played patience*. . . . He allowed himself an hour to dress and make up. While he was making up he smoked one cigarette after another, for he never believed in the theory that smoking injures the voice. Just before he went on he inhaled a quantity of tepid salt water. Another rite followed. His dresser and his valet stood on each side of him. One man handed him a tiny glass of whisky. As he finished the other gave him a small glass of water, a quarter of an apple.

The book has comparatively little to tell of the singer's meetings with famous people, but there is a divert-

(*Continued at foot of next column.*)

"SHOOTING" IN LONDON.

FILM-PRODUCERS' DIFFICULTIES.

The life of the film-producer in London is not a happy one. A producer has addressed a letter to the Press Association, in which he complains of "extraordinary difficulties." He tells how he went to film Westminster Abbey. He had the camera placed on the extreme edge of the pavement at a time (it was Sunday) when pedestrians were few. "A policeman said, 'If you don't move that I'll run you in.' I moved it." Similarly he was prevented from filming the church parade in Hyde Park. He failed to get permission to film Billingsgate. While filming workmen coming out of a sewer he was stopped and told to ask permission from the authorities, which after a fortnight's delay, was refused. He wanted to film the London fire-brigade, but permission was again withheld.

Berlin has been made the star of one of the most interesting films ever made. London still awaits for such a compliment. In "Underground," which was shown privately the other day, Mr. Anthony Asquith has attempted to represent in terms of the cinema something of, what for want of a better word, one must call the rhythm of London. But whoever would make London a film star has to undertake a great deal of diplomacy.

In Piccadilly.

We had an example of some of the difficulties the other day. Mr. Monte Banks took for the British International Company some scenes outside the Piccadilly Hotel. Afterwards some of his staff were fined for obstruction. In connection with this incident one of the comments is that the police permit is so guarded "that they can pounce on you, permit or no permit, just the same!" This is not as unreasonable as it sounds. Before a police permit is given the film-producer or location-manager is required to show exactly what he wants to do, and a permit is granted only if it seems unlikely that there will be obstruction of the traffic. But it is impossible to say beforehand how big a crowd will collect and how great the excitement will be.

An official of the Pathé company complained that while the Government were willing to help the film industry, other official bodies in London seemed to prefer to hinder it as much as possible. He said that camera men who were filming an exhibition of horsemanship in Richmond Park were stopped and told that rules forbade the use of any camera on a tripod. An official of the Gaumont Company said, "We have not had any such difficulties lately because we have avoided exteriors of this kind. The traffic problem is bad enough without our complicating it!"

There are, of course, producers with some skill in diplomacy. It was a matter of general surprise, for instance, that Mr. Charles Calvert was able to get the facilities he did when making a film of Oxford. He "shot" a lecture, a lunch in Keble College Hall, a Union Debate, and was even allowed to take his cameras and arc-lamps inside the Cathedral. Mr. Calvert had at first to face opposition, but he went to work carefully and had his way in the end. It is curious to find Oxford being less shy of the camera than London!

Official Yeas And Nays.

The diplomatic aspect of the business was stressed by an official of the Federation of British Industries. He said that after certain incidents for most of which American companies were responsible, there was a natural tendency for all official bodies to look at applications from film companies with suspicion. He thought also that most people would agree that it was undesirable for camera-men to be given "as large a charter as the wind to blow on whom they please," as they appeared to have in America. The Federation has often acted as ambassador, and, said this official, "in no case has any public body in London refused to grant a reasonable request made through us by a reputable film company." All sorts of facilities have been granted. The assistance given by the Admiralty in the filming of the battle of the Falkland Islands is a good example. Only the other day the College of Heralds assisted a producer who was preparing a studio-set of the House of Lords for an Edgar Wallace film. Permission to produce scenes in Hyde Park is, however, refused invariably. The Office of Works regulations specifically forbid it and no exceptions are made. Similarly—though it might provide some excellent passages for a film—nobody will be permitted to film the crowded pavements of London during busy hours.

ing account of the experiences of the young American bride when she stayed with her erratic husband and twenty-one of his relations in his villa near Florence, and all the twenty-one accompanied them wherever they went. It tells, too, of his devotion to their baby daughter, and, in moving fashion, of the tormented last year of his life.

It is in many respects absurdly inadequate, and has not even been granted the dignity of an index, but it has its value as the portrait of a great figure of his time by the woman who knew him best.

HONG KONG STOCK EXCHANGE.

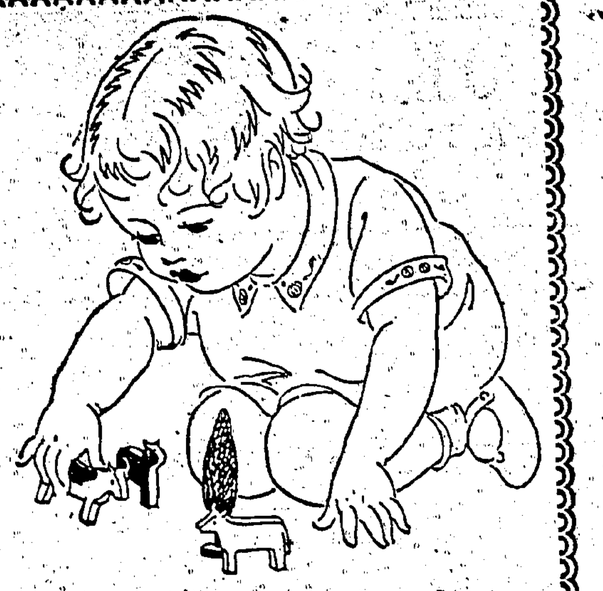
CLOSING QUOTATIONS.

October 1st, 1928.

H.K. Banks	$1,333½ buy.
Do., London	£140 nom.
Chartered Banks	£33 buy.
Mercantile Banks, A. & B.	£3¼ nom.
Do., U.	£1¼ nom.
P. & O. Banks	£9½ nom.
East Asia Banks	$77 nom.
Canton Insurances	$690 buy.
Union Insurances	$374 sel.
North China Ins.	Tls. 160 buy.
Yangtsze Insurances	M.$50 nom.
China Underwriters	$3½ buy.
China Fire Insurances	$375 buy.
Hong Kong Fire Ins.	$800 sel.
Douglases	$38½ nom.
H.K. Steamboats	$27½ buy.
H.K. Tugs	$2 nom.
Indo-Chinas (Pref.)	$35 buy.
Do. (Def.)	$72½ buy.
Shell Transports	115/- nom.
Waterboats	$22½ buy.
Benguets	$2.15 buy.
Kailan Mining Admin.	65/- buy.
Langkats (combined)	Tls. 9½ nom.
Do. (single)	Tls. 5 nom.
S'hai. Explorations	Tls. 2.45 no
Shanghai Loans	Tls. 3½ non
Raubs	$4½ nom.
Tronoh Mines	17/6 nom.
H.K. & K. Wharfs	$133½ nom.
H.K. & W. Docks	$37 nom.
China Providents	$5½ buy., 5.85 sel., 5.80 sa.
Hongkews	Tls. 156 nom.
New Engineerings	Tls. 5½ buy.
Shanghai Docks	Tls. 106 buy.
Ewo Cottons	Tls. 12 sel.
Oriental Cottons	Tls. 2½ sel.
S'hai. Cottons (old)	Tls. 62 nom.
Do. (new)	Tls. 35 buy.
H.K. & S. Hotels	$3.70 sel.
H.K. Lands	$66½ buy.
Shanghai Lands	Tls. 138 buy.
Humphreys Estates	$15.10 buy.
H.K. Realties	$8.85 buy., 8.50 sel.
H.K. Tramways	$24.15 buy., 24½ sel.
Peak Trams (old)	$13 buy.
Do. (new)	$6.30 buy.
Star Ferries	$67½ buy.
China Lights (old)	$13 buy.
Do. (new)	$12.85 buy.
Do. (1928 Issue)	$12½ buy. 12.70 sa.
H.K. Electrics (old)	$53 buy.
Do. (new)	$51½ buy. & sa.
Macao Electrics	$26½ buy.
Telephones	$7.15 buy. cum rights
Do.	5.30 buy. x rights
China Buses	Tls. 11 buy.
Singapore Tractions	12/- buy., 13/- sel.
Do. (Pref.)	18/- buy., 19/- sel.
China Sugars	$1 nom.
Malabon Sugars	$17 nom.
Canton Ices	$3½ nom.
Cements (combined)	$9.90 nom.
Do. (old)	$8½ nom.
Do. (new)	$1½ nom.
H.K. Ropes (old)	$7.10 buy.
Do. (new)	$7.05 buy.
United Asbestos	$5 nom.
Dairy Farms	$22.80 buy.
Watsons	$14½ nom.
Der A Wings	$0.50 nom.
Lane Crawfords	$2½ buy.
Mackintoshs	$20 nom.
Sinceres	$8½ buy.
Wm. Powells	$3½ buy.
H.K. Amusements	$23 sel.
H.K. Constructions	$1½ buy.
B'que. Indus. G.3 Bonds	64% buy.
H.K. Govt. Loans	6% prem. buy.

buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal.





THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. *Ask your Doctor!*

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

W. R. LOXLEY & CO., Sole Agents.

JUVENILE CRIME IN ENGLAND.

THE HOME SECRETARY'S VIEWS.

The Home Secretary, Sir William Joynson-Hicks, visited Castle Howard Farm School at Welburn, Yorkshire, last month, on the occasion of the annual meeting and prize distribution.

Sir William said that the Home Office schools and institutions, such as that at Castle Howard, occupied a very important part in the well-being of the community and in the building-up of our modern system of dealing with wrong-doers. There had been a tremendous revolution in our ideas of dealing with crime during the last forty or fifty years.

It was still as important as ever to keep young boys and girls out of prison.

"We never know what evil consequences may follow the sending of a lad for his first term in prison," the Home Secretary added. "I hope the magistrates will take the fullest advantage of the Act passed by the Conservative Government to extend the probation system. It is not for me to say how many times a boy may usefully be placed on probation, but I am certain there is a limit to it. It may be done once or twice and possibly three times in certain circumstances, but beyond that we are merely inviting the boy or girl to continue in a life of crime."

(*Continued at foot of next column.*)

If magistrates decided that probation was not desirable he urged them not to give "One of those ridiculous sentences of two or three weeks," which did more harm than good. If there must be punishment let them give such a sentence as would cause the boy to remember it and not want to go back again. That was the corollary of the probation system, and by that means only could they do away with what he regarded as practically the crime of sending people to prison for the first time for a sentence which could do no possible good.

EXCHANGE RATES.

[British Wireless Service.]

	Rugby, Sept. 30th.
Paris	124.05
Brussels	34.89
Amsterdam	12.09
Berlin	20.35
Copenhagen	18.19
Vienna	34.42½
Helsingfors	192½
Lisbon	107¾
Bucharest	797½
Buenos Aires	47.11/32
New York	4.84.15/16
Geneva	25.19½
Milan	92.80
Stockholm	18.13
Oslo	18.19
Prague	183½
Madrid	29.46
Athens	375
Rio	5.29/32
Bombay	1/6
Yokohama	1/11.11/16
Shanghai	2/7
Hong Kong	1/11⅞
Silver (spot)	26.9/16
Silver (forward)	28⅜

THE GREATEST SPECTACLE EVER SHOWN IN HONG KONG

Book At Once

GRAND  TATTOO

Sookumpoo, 4th, 5th, 6th Oct.

Booking Centres: S. Moutrie & Co., Ltd. The Wing On Co., Ltd. Y.M.C.A., Kowloon. The Sincere Co., Ltd.

TICKETS:—$5, $4, $3, $2, $1 & 50 Cts.

MOTORISTS SECURE A "CAR PARK" TICKET & DRIVE UP TO THE ENTRANCE OF GROUNDS.

Car Park Tickets: $1 for 1 night, $1.50 for 2 nights, $2 for 3 nights, FROM THE Y.M.C.A. CITY HALL.

Write to your friends with a Kodak.

Little, every-day family incidents you love to linger over;

portraits and groups which, thanks to the Kodak Self-timer, can include yourself;

interiors and flashlights of your home and friends;

these are only some of the many joyous memories to be had by the owner of a Kodak which helps you, like nothing else can, to keep close touch with friends at home and abroad.

It is so easy to take snaps with a Kodak — and Kodak Films.

Ask a Kodak dealer for the booklet giving full particulars of the Kodak, the Cine-Kodak and Kodak Films, and learn just how simple and delightful taking pictures is.

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Bootmakers in England use "NUGGET" on their own Boots.....

They know!



"Nugget" will Double the Life of your Boots



Drink more Asahi Beer it is refreshing and invigorating.

Sole Agents:—
MITSUI BUSSAN KAISHA, LTD.
HONG KONG.

QUEEN VICTORIA'S SECRET CODE.

ROYAL CONFIDENCE IN DR. DAVIDSON.

The remarkable revelation is made in a book, published last month, that Queen Victoria, in her correspondence on Church matters, used a secret code to communicate with Dr. Randall Davidson, the retiring Archbishop of Canterbury. Her regard for the young clergyman who was to become the Primate of all England was so great that she consulted him frequently regarding ecclesiastical appointments.

Mr. Charles Herbert, in his book, "Twenty-Five Years as Archbishop of Canterbury," describes Dr. Davidson's confidential relations with Queen Victoria as one of the most charming associations in a life of many friendships and affections.

He describes how Dr. Davidson, then a young man and the secretary and son-in-law of Archbishop Tait, had a series of interviews with the Queen.

"He must have borne himself modestly and pleasantly, for he instantly won Queen Victoria's confidence; and it was a confidence which was soon manifested."

Mr. Herbert expresses the opinion that it was little short of wonderful that this young clergyman of thirty-four should have so singularly impressed a woman who was not given to taking rapid likings. The fact is preserved in Queen Victoria's Life and Letters.

"Queen Victoria writes in her diary that she had seen Dr. Davidson, the Archbishop's son-in-law, and 'I was seldom more struck than I have been by his personality. We went over various topics, and I feel that Mr. Davidson is a man who may be of great use to me. For which I am truly thankful.

"A little later on, her Majesty, in writing to Mr. Gladstone, told him this, and added: 'He is an admirable and charming person.'"

Appeal For Help.

Queen Victoria lost no time in discovering what use Mr. Davidson could be to her. A correspondence ensued, and later on in the same month she wrote to Mr. Davidson:

"I am very grateful for your kind letter. As there will be two vacancies on the Episcopal Bench and a Deanery, if not two, I should be *most thankful* if you could help me with names. I need not say that your name will *never* be mentioned. I feel you have had such immense opportunities of knowing all the clergy that I could not look to any one more likely to help me than yourself."

An extraordinary thing followed.

"That keen observer of men and matters about the court, General Sir Henry Ponsonby, the Comptroller of her Majesty's Household, felt that things were happening which justified the following letter to her Majesty, in which, among other things, he said: 'As Mr. Davidson has such a wide knowledge of the clergy, and his opinion is very valuable, and as your Majesty might sometimes wish to refer a Church question to him hurriedly, might Sir Henry Ponsonby establish a short cypher code with him for use in the case of necessity?'"

Soon after this Dr. Davidson was evidently in receipt of instructions conveyed to him in this manner, for it appears that he visited Winchester in order to discover tactfully if Dr. Browne's health was equal to assuming the responsibilities of Canterbury. He seems to have gathered the impression that, although Dr. Harold Browne felt it was quite practicable, that Mrs. Browne did not, and rather stressed her husband's age, and he reported this to Queen Victoria herself.

"Then he is requested to discover diplomatically what would be the feelings of the Bishops if Dr. Benson, the Bishop of Truro, should be nominated. But he testifies to their cordiality, and closes: 'I have tried in humble reliance in the guidance of Almighty God to answer your Majesty's question by as plain and simple a statement as possible of what I believe to be the truth.'

"The outcome of it all was that Bishop Benson telegraphs to Mr. Davidson to come and see him, and he reports the result to her Majesty, humbly suggesting that she will give Benson confidence to accept the call by writing or telegraphing him that she will be glad if he will accept the position. Queen Victoria did so, and Dr. Benson became Archbishop of Canterbury. On his enthronement he wrote to Queen Victoria that he had requested Mr. Davidson to retain his private chaplaincy as in the days of his father-in-law, which pleased her Majesty very much."

While he was still only thirty-four years of age the Queen proposed Dr. Davidson's name for the Deanery of Windsor, an office that

(*Continued on next Column*).

is practically that of Dean of the Royal Chapel of St. George's. It is not attached to any cathedral, and the holder of the office is under no ecclesiastical authority except the head of the Established Church—the reigning monarch.

"Knowing the keen prejudice which Mr. Gladstone felt in favour of experienced men filling such posts, she wrote to the Archbishop of Canterbury asking him if he thought there could be any objection to the appointment of Dr. Davidson on the score of youth. Archbishop Benson replied that such an objection certainly should not weigh. The amusing result was—and it was recorded by Mr. Gladstone himself—that when he arrived to discuss the appointment with her Majesty, quite ready to raise the expected objection, she informed the Grand Old Man that from Archbishop Benson's point of view: 'Youthfulness was not the slightest objection.' 'This heavy artillery,' said Mr. Gladstone, 'reduced my little point to dust and ashes.' So Queen Victoria secured her own way, and Randall Davidson became Dean of the Chapel Royal, Windsor."

Dr. Davidson is shown as a man with great knowledge of the world and men, an intimate knowledge of Church affairs and personalities, an ability for making friends wherever he went, and as a man abounding with the qualities of sympathy, tact, and graciousness.

PHILIPPINE'S SUGAR PRODUCTION.

1,000,000 TONS OF ANNUALLY NOT POSSIBLE.

MANILA, Sept. 26th.

George H. Fairchild, secretary-treasurer of the Philippine Sugar association, in a statement to-day denies the ability of Philippine sugar producers to turn out an average of 1,000,000 tons of sugar a year within the next ten years.

The statement is made in refutation of Harry Austin, secretary of the United States Beet Sugar association, to the effect that if duty free sugar from the Philippines continues to be imported without restriction, the Philippines' output to the United States will soon reach a total of several million tons a year.

Said Mr. Fairchild:

"Since the area of land under sugar cane cultivation in the Philippines to-day is slightly, if anything, in excess of what it was during the last five years of Spanish sovereignty, the danger of an annual crop reaching a total of over 1,000,000 tons of sugar is so remote there is no justification, except ignorance of the facts, for Mr. Austin's statement to the effect that without restriction "The Philippines will soon reach a total of several million tons a year."

"That an average production in the Philippines of 1,000,000 tons of sugar is not likely to be reached within the next ten years is clearly demonstrated in a recent pamphlet published under the auspices of the Philippine Sugar Association which will soon be widely circulated in the United States to give correct information in reply to statements similar to those to which Mr. Austin is given publicity."—*Manila Times.*

HOW TO TEST DYES.

ANALYST'S HINT TO WOMEN SHOPPERS.

Mr. J. G. Williams, of the analytical and testing laboratory of Messrs. Selfridge and Company, speaking at the Summer School of the Drapers' Chamber of Trade at Cambridge, said that, although sunlight might be good for delicate babies it was anything but good for delicate frocks made of weighted silk or coloured with inferior dyes.

"There are about 1,500 chemically different dyes at the present time," he said, "yet colour fastness is a serious cause of complaint. Out of 120 samples which I tested only 21 were found of good all-round fastness."

Mr. Williams suggested that women when buying coloured material should, if they could bring themselves to be so impolite, rub the material with a dry white handkerchief to ascertain if the colour withstood friction and surreptitiously spit on their handkerchiefs and then rub the material to see if the same dye withstood moisture.

A number of women shoppers applying such tests simultaneously might cause a sensation in the shop and it would be safer to carry them out round the corner.

Referring to shrinkage, Mr. Williams warned women against marocain particularly, and men against unshrunken collars and shirts.

"Rain is no respecter of materials," he added, "and if a girl is caught in a fashionably short marocain skirt the fashion is liable to be carried to embarrassing extremes before she can get home. Men, too, wearing fashionable tropical suitings if caught in a sharp shower may find that their jacket has shrunk into an Eton one."

SILVER SCREEN.

"THE SPY"—AN EXCEPTIONAL PICTURE.

"The Spy" is one of those exceptionally interesting pictures which stimulate almost any audience to criticism. Much of it is excellent, some of it even brilliant, though it most definitely is not that often-heralded but so far unseen thing, a perfect film.

The story is melodramatic, even blood and thundery, with its mysterious superman of a villain and his many and ingenious machinations. It is not difficult to guess that he is really meant to be a Bolshevist agent, though this is not stated. But in any case his are no half measures, and his agents provide some fascinating studies in crime, especially one quite delicious girl with the face of an angel and the name of Lien Deyers.

* * *

Construction Faults.

Faults innumerable there are in the construction of the story. But what "The Spy" lacks in unity it makes up in separate incidents. A good dozen scenes are thrilling in the extreme, and the climax is breathless. The villain's headquarters, in the international bank which he controls, are bombed and riddled by the police, while the chief characters struggle with death inside. The last scene of all, in which the identity of the villain is at last revealed, provides a satisfactory conclusion.

* * *

Herr Lupu Pick.

Not the least interesting element is the finished performance of Herr Lupu Pick as the Japanese Ambassador against whom the principal character pits his evil will.

Herr Pick, once a well-known actor, is to-day highly esteemed as a film director. It was to oblige his friend Herr Lang that he consented to return to the screen in "The Spy," and certainly his performance will linger long in everyone's memory. Herr Pick is at present working at the Elstree studios, cutting his first English-made film, "A Knight in London."

* * *

Villains Of The Screen.

Ripe and sturdy villains, once confined entirely to films of the Wild West, have of late made their way into the foreground of the screen world. They are the best thing in it to-day.

Gross, inarticulate, and touching figures like Jannings in "Vaudeville," and Bancroft in "Paying the Penalty," strike the public imagination far more forcibly than do the saccharine figures of handsome heroes, so thickly coated with whitewash that they are prevented from performing one credible action, and confined almost entirely to loving, losing, and regaining pretty maidens.

* * *

"A Horrible Fellow."

A gust of drama, great because it touches real life, has found its way into the cinemas since it dawned on producers that it was possible to put real living characters into films. Victor McLaglen in "What Price Glory" was a horrible fellow; but how much more interesting to watch than John Barrymore in the artificial and sickly rôles to which his talent has unfortunately been condemned lately! The world loves a villain on the screen every bit as much as it loves a lover. Barrymore and the other handsome actors have been reformed to death.

* * *

"A Most Polished Crook."

In their stead we shake our heads but watch intently the deeds of real people as represented by the manlier, significant types.

Not all of them are hairy and unwashed—Clive Brook gave us in "Forgotten Faces" a most polished crook. And there is one actor, William Powell, who has won international admiration for his portrayal of half a dozen recognisable human beings.

* * *

William Powell.

A student of the American Academy of Dramatic Art, he deserted the stage in 1922 for the screen, played small parts in "Sherlock Holmes," "The Bright Shawl," and other films. It was in "Beau Geste," as the sneaking figure in the Foreign Legion, that he first attracted a following by creating a character in its entirety with subtlety and sincerity. In "Partners in Crime" he nearly put both Beery and Hatton in the background with his careful and intelligent study of a semi-gentleman gangster.

In "The Last Command" the first glimpse of him, as an anarchist lolling against a wall, perfectly drew the man he represented, just as later as a successful film director in Hollywood he with equal accomplishment became, rather than acted, that bossy, quick-witted, flash creature.

The small, perfectly conceived rôle he played in "Forgotten Faces," as the hero's humble, admiring, rat-like assistant, added yet another brilliant and flawless character to the gallery of types with which he has now so often vitalised the screen.

He Could Play Golf Like a Streak!

—but at the game of love he was a perfect duffer!

THE HERO of "Brown of Harvard" in a spicy comedy of love played against a background of real championship golf matches!



William HAINES in Spring Fever

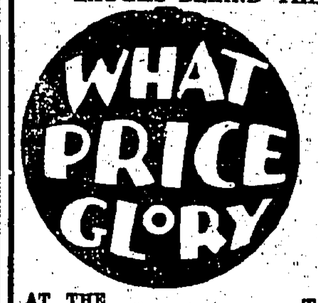


With JOAN CRAWFORD GEORGE K. ARTHUR

A Metro-Goldwyn-Mayer PICTURE

AT THE **QUEEN'S** TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.
Advance Booking For Dress Circle Daily From 11 A.M.

THE FAMOUS MOTION PICTURE—AN EPIC OF LAUGHS BEHIND THE LINES!



With
VICTOR McLAGLEN
DOLORES DEL RIO
EDMUND LOWE

THRILLING adventures and subtle comedy played against the grim background of war!

AT THE **WORLD** TO-DAY TO SATURDAY
SPECIAL TIMES AND PRICES
Orchestra 5.00 & 9.30. Interpreter 2.30 & 7.15.

HILARIOUS COMEDY OF SPEED AND LOVE!

REGINALD DENNY IN *FAST & FURIOUS!*

With a thrilling motor race for a smashing climax!

AT THE **STAR** TO-DAY & TO-MORROW
Continuous 2.30 to 11.15.

'Bayer' Tablets of Aspirin

There Are Many

Aspirin counterfeits on the market. It is the fate of good and tried remedies to find numerous imitators. Sufferers from Headache, Toothache, Rheumatism, Pains in Joints and Limbs, Gout, Chills, Neuralgia etc. should take only the genuine 'Bayer' Tablets of Aspirin with the Bayer Cross.
The best proof of their excellence is their distribution all over the globe.



CINEMA NEWS.

TWO COMEDIANS AND A FAMOUS WAR FILM.

At the Queen's to-day and to-morrow is William Haines' latest comedy "Spring Fever." It is a story of golf and girls, with Haines in the leading rôle of a young shipping clerk who becomes a golf celebrity, and is mistaken for a millionaire sportsman. Joan Crawford is the leading lady and George K. Arthur has the part of an unlucky suitor for the hand of the heroine. Interesting views of the famous game together with a number of trick shots devised by the director, Edwards Sedgwick, are a feature of the picture.

"What Price Glory."

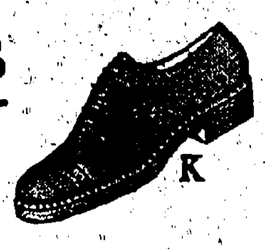
"What Price Glory" comes to the World to-day until Saturday. Owing to the unusual length of the film, the performances begin promptly at 2.30, 5, 7.15 and 9.30.

"What Price Glory" is one of the most interesting and controversial war pictures, showing as it does the reverse of the medal. The principal characters are a captain, a sergeant of marines and a beautiful French peasant girl, played by Victor McLaglan, Edmund Lowe and Dolores Del Rio. The story begins in North China and the Philippines and moves to France where most of the action takes place. The scenes behind the lines and the battle episodes have been well filmed but the human note prevails all the time.

"Fast And Furious."

Exciting scenes of the motor race track with the popular comedian Reginald Denny at the wheel of an eighty miles an hour speedster, are among the features of an excellent comedy, "Fast and Furious," which is being shown at the Star to-day and to-morow. Denny, in an amusing series of events, is forced into becoming a motor car speedster to win the hand of charming Barbara Worth.

K Sports Shoes





Whether you are an enthusiastic golfer or walker, you will be pleased with this comfortable made solid shoe, every inch of which will stand the most rigid tests of hard usage. The designing has been contrived to give the greatest ease, which is so necessary in a sports shoe, and we can confidently recommend this shoe to give the utmost satisfaction.

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NEW SCIENCE MISSION.

WAR ON TWO DEADLY DISEASES.

Two young scientists left London last month on a mission which, if successful, may save thousands of lives and be equal in importance to the discovery of a continent.

They were Dr. Clement C. Chesterman, of the Baptist Missionary Society and a secretary of the Royal Society of Tropical Medicine, and Dr. W. K. Stratman Thomas, research pharmacologist at the University of Wisconsin.

They left on a six-weeks' journey to the Belgian Congo, carrying with them compounds and vaccines to combat sleeping sickness and yellow fever.

Arsenical Compounds.

Years of experiment have been necessary to arrive at the compounds which Dr. Chesterman and Dr. Thomas will use in their fight against sleeping sickness. Their basis is arsenical and the new chemicals have been prepared under the direction of Dr. A. S. Lovenhart, Professor of Pharmacology at the University of Wisconsin.

Dr. Lovenhart was present when his young emissaries left. He described his formula as "the logical development of a series of compounds."

"I say 'logical,'" he said, "because of our continued endeavour to bear in mind the climatic and other conditions absent during the experiments we have made in our research.

"We have had gratifying results on animals and also, in part, on human beings; but full experiments on human beings are not possible outside tropical Africa, as the disease, thank goodness, is regional.

"Sleeping sickness—not to be confused with the sleepy sickness occasionally found in England and America—is the most dreadful disease of tropical Africa. It kills off the natives in thousands, and devastates all domestic animals in the neighbourhood; so that if the native chances to escape the epidemic, his cattle, and therefore his livelihood, are lost."

Dr. Chesterman, who has been working at Yakusu Hospital, in the Belgian Congo, a district located at the geographical centre of Africa, since 1921, confirmed Dr. Lovenhart's remarks.

Asked if he thought the natives would place any obstacle in their way for conducting the tests, he said:—

"On the contrary, we have been able to give relief and prevention from further attack in other illness by inoculation, and the natives have great faith in the needle. They come to us for it for most minor things, and trust in it implicitly."

In The Native Villages.

Dr. Chesterman's hospital will probably be the centre of Dr. Thomas's work, although the later expects to go out to the native villages in the neighbourhood of Stanleyville. "It will be impossible to accommodate in a hospital the number of patients I shall treat," he said.

Dr. Thomas minimised his own part in the undertaking, and asked that credit should be given to the three institutions which made his work possible—his own university at Wisconsin, where he did his preliminary work, the John Simon Guggenheim Memorial Foundation, under whose auspices his African mission is being carried out, and Parke Davies & Co., who have supplied him with the arsenical compounds.

The three scientists told how the new arsenical compounds have proved superior to the drugs hitherto used. With the light of high ideal, they explained that those in present use have been able to keep subjects immune against sleeping sickness only for a period as short as three weeks or a month, but the new compounds, they hope, will provide immunity for from three to six months. The longer the period of immunity, the easier will it be to break the cycle of the disease.

Dr. Lovenhart is to continue his strivings. He aims at a compound that can be taken by the mouth and not injected. This would afford greater facilities for storing and be continually available.

Yellow Fever.

Dr. Chesterman, who is the author of the "Handbook for African Dispensary Practice," and in whose district sleeping sickness has been reduced to the almost miraculous figure of one quarter of one per cent. of the population—due to vigilant care and sanitation—has a double mission, for in addition to working in co-operation with Dr. Thomas, and placing his hospital at his disposal for sleeping sickness work, he is to wage war on yellow fever.

Pointing to his luggage, he said: "I have with me vaccine for 1,000 cases of yellow fever, and shall stop at Matadi, the port of the Congo, to conduct experiments there.

"Yellow fever is a port-town disease, as it is carried by the mosquitoes off the ships. The vaccine is new, and is the result of months of labour by Dr. Hindle, of the Wellcome Bureau of Scientific Research. I am proud that I am able to take Dr. Hindle's vaccine for the first time to Africa."

SCIENCE AND INDUSTRY.

THE MODERN SPIRIT.

SIR W. BRAGG'S ADDRESS.

The British Association for the Advancement of Science held its 98th meeting in Glasgow, a city set in an area which has known the full burden of the industrial depression of seven lean years. It was therefore appropriate that the new President, Sir William Bragg, the great authority on atoms and molecules, should devote the greater part of the address with which he opened the meeting not to abstruse things but to a consideration of what science could do to accelerate the recovery of industry.

The subject was too great for a survey of all the issues which it raised, and the President concentrated chiefly on the relations between science and the craftsmanship which may be described as the skill exercised in the production of whatever is wanted for human welfare.

As an introduction Sir William Bragg, in his own fascinating way, imagined the craftsmanship of an isolated island and the changes which would be needed when communication was established with the outside world, and to satisfy a desire for imports the people might have to accommodate themselves to a more general conception which was only in part their own. From this simple analogy he drew the conclusion that a people lived on what it made or earned, and that its success depended on its craftsmanship.

He spoke with warm affection of the beauty of examples of ancient craft, but in tracing the steps from the early workshop of the single-handed craftsman to the vast and complex factory of modern industry he urged that the change could not have been prevented, and that the clock could not be put back. Modern craftsmanship, with all its noise and ugliness, gave food and clothing, warmth and interest, to millions who otherwise must die.

The most active of modern industries were those founded on recent scientific research, the most notable being that of electrical engineering. But though that industry, with all its branches, might be said to have had its source in a single laboratory experiment by Faraday, it had grown by the continuous adaptation of fresh streams of knowledge. Huge American corporations maintained research laboratories costing millions of pounds annually and found that the financial return justified their policy. The very active motor industry, the aeroplane industry, and the chemical industries were equally important examples of dependence on very intricate problems on which intense research was being conducted in laboratories.

Mass Production.

He saw that mass production was in its way splendid and ministered to the necessities and conveniences of many who must otherwise have gone without, but he contended that when brought to the pitch when its processes called for little intelligence in their working, cheap people of little intelligence would be found in the end to be in charge. New applications of scientific knowledge, new ideas, new processes, new machines must always be in preparation. And if craftsmanship, to fulfil its task of providing for the people, must be continually improving its processes, then the nation that was to be successful must possess the means and the will to improve.

This brought him to the point that our craftsmen as a whole were possessed of qualities, intelligence, skill, and accuracy, which made improvement possible. "Should it not be our policy," he asked, "to take advantage of our country's qualities by continually seeking for fresh industries or fresh adaptations of the old? We should not cling unduly to older activities when they have reached the stage in which many others have learned to do them with equal efficiency and when we can go on to something new and, it may be, more difficult. We can, of course, bolster up old industries by political methods, and I have no wish to decry such methods as always incorrect. But clearly the best protection of all is the knowledge and the skill which can enable us to produce what others must ask us for because they cannot so well make it themselves."

The improvement of craftsmanship, he added, depended in large part on the absorption and adaptation of scientific discovery, but it was necessary to realize that scientific knowledge and experience, to be of full service, must be in direct contact with the problem to be solved. A new class of worker was growing up, consisting of men engaged in research associations and industrial research laboratories. A high value ought to be placed on their services, especially because they formed a direct line between the employer and their fellow workers in the shops. They were in personal contact both with capital and with labour, and might overcome the dangerous separation that had been in existence between, on the one hand, the manipulator in the shops and the designer in the drawing office, and, on the other, between the factory directorate and scientific knowledge. So far there had not been sufficient appreciation of the interests and rewards of a student of research, but with the growth of this new class there would be more value attached to the great services it could render.

(Continued on next Column).

RIVALS CLEOPATRA'S BARGE.

MODERN EGYPTIAN MONARCH'S CRAFT.

TO BE LENT TO BRITISH ROYAL PRINCES.

CAIRO, Sept. 11th.

History and tradition have handed down marvellous stories of Cleopatra's imperial barge wherein Antony passed enchanted days and magic nights in dalliance with the Egyptian Circe. Cleopatra would, however, be filled with envy could she see the floating palace of the present sovereign of Egypt, the "Kasid Kheir," meaning "that which proceeds suspiciously." The vessel was constructed to His Majesty's order by Messrs. Thorneycroft of Southampton and was only delivered last year, being used by His Majesty in the occasion of the inauguration of the new barrage at Nag Hamadi and for the royal tour of Upper Egypt at the end of the year. Although there are four decks and accommodation for over one hundred persons, including the crew, the steamer draws no more than one meter when fully loaded.

State Apartments.

The state apartments are on the promenade deck and consist of a dining-room, drawing-room, the King's bedroom and ante-room, the Queen's bedroom and ante-room, with magnificently appointed bathrooms and toilet-rooms for each.

The royal apartments are furnished and decorated with that simplicity which marks the acme of luxury and good taste combined, the walls being panelled and devoid of superfluous ornament, with exquisitely carved moulding between the panels and around the ceilings. Forward of the royal dining-room, the furniture of which is magnificently carved in the Jacobean style, is the observation room, a roomy apartment, with Corinthian columns supporting the ceiling, and giving uninterrupted views forward and on either side through windows which slide up and down as on oiled runners, are fitted not only with shutters, but also with special mosquito curtains.

On the same deck is a suite of two bedrooms with private bathrooms attached, for the use of royal guests, and another suite of two other smaller bedrooms for the use of high officials. The whole of the aftermost end of this deck is devoted to the accommodation of the Ladies of Honour. This section, which is completely self-contained, consists of six cabins, furnished with bedstead, chair, wardrobe, and folding lavatory, two tiled bathrooms luxuriously fitted, and a small laundry. On this deck there is a space amidships of nearly 16 meters by six meters for dancing.

Below the promenade deck is the main deck, the forward part of which is occupied by the dining-room, accommodating forty-six guests, and a smoking-room, both decorated in Louis XVI style, with parquet floors.

On the lower deck are eight large double-berth and eight single-berth cabins, together with further accommodations for servants.

Fairyland.

Thus in a floating fairyland of gold and silver and crystal, the fortunate travellers in this luxurious vessel may sail smoothly on the turbid waters of the ancient Nile viewing at their ease the strange and fascinating scenery of the land of the Pharaohs, and fulfilling every reasonable desire by simply pressing a button. The Prince of Wales and the Duke of Gloucester will indeed be hard to please, when they stay in this magnificent vessel during their visit to Egypt this month, if they are not impressed with the lavish hospitality of His Majesty King Fuad the First.—*United Press.*

FAMINE IN SHENSI.

BIRDS THAT LOOK HALF-STARVED.

HAILSTONES "BIG AS TEA CUPS."

SHANGHAI, Sept. 20th.

So serious is the famine in Shensi province that even the birds have an uncanny, half-starved look, writes a *United Press* correspondent. Crops in the province have failed and the people are faced with a grave situation.

Thirty hsien in Northern Shensi have been badly bit by drought and hail, an official report to the China International Famine Relief Commission from its provincial committee there states.

The following is a translation of the report, which gives an illuminating glimpse of the unhappy conditions prevailing in that part of the country:

"During the months of June and July our branch committee has time and again received letters from the various countries in this province setting forth conditions of famine, and asking for help in relief of same.

Drought And Hail.

"Throughout the year, Shensi has suffered from drought. There has also been a recurrence of calamity from hail. At Hengshan it is reported the hailstones were as big as cups, one of the strangest things heard of. The Wei River is so low it can be forded and so clear that you can see the river bed. The tributaries are dried up, as also many of the springs and wells. What rice fields there are the majority are left unsown. The wheat and barley harvests were both inadequate. Autumn crops are unsown, and for miles around there is nothing but naked earth. The price of grain is soaring. Even the birds look uncanny, everywhere you look it is just the same."

PHILIPPINE RICE SITUATION.

GOVERNOR-GENERAL'S POWERS TO INTERVENE.

MANILA, Sept. 28th.

Governor-General Stimson announced to-day that he had ordered an investigation of the rice situation and that "if there is any artificial combination, I will take a very big hand in it."

The Governor-General said that there are laws in force which will enable him to act with dispatch and thoroughness in case it is found true that a monopoly exists. He mentioned the law against conspiracy and the law against monopoly.

Indications are that the full force of the Insular Government will be put to bear on the rice question. Fidel A. Reyes, Director of Commerce and Industry, to-day ordered inspectors to post themselves at the various selling places to verify reports of profiteering.

Representative Francisco Varona of Manila, well-known Labour leader, yesterday submitted a Bill in the Lower House aimed at further strengthening the position of the Government in the case of rice. Mr. Varona would authorize the Governor-General to exercise direct control over the rice business to prevent sudden price fluctuations and penalize the sale of the commodity at "excessive and unreasonable prices."

Two groups of Legislators have sprung up in the legislature following the introduction of Mr. Varona's bill. The first group is for losing no time to put a stop to the alleged hoarding. The second group is made up of representatives of rice producing provinces who claim that the present price increase is due to the natural business laws.—*Manila Times.*

MANILAN MURDERER TO DIE.

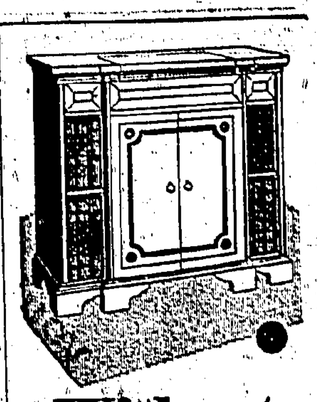
KILLED WOMAN AND HER CHILD.

MANILA, Sept. 27th.

For the slaying of a woman and a child, Que Eng King, has been sentenced to death by Judge S. del Rosario of the court of first instance of Manila. Two separate complaints for murder were filed against the accused, and in each the court gave him the extreme penalty.

Benigna Gajero, 28, married to Jose Tio Yao, and her son, Anselmo Tio, 6, were the victims of Que Eng King. Que Eng King was a close friend of the husband of the murdered woman, and they were all living in the same quarters at 1431, Calle Sande, Tondo.

For no other cause than that Benigna refused to do what she was told to do by Que Eng King, the latter on June 30th, stabbed her to death. The child who tried to defend her mother, also was stabbed to death by the accused.—*Manila Times.*



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CHARLES DICKENS'S CLOCK.

"THE BEGGAR HAD A HUMOUROUS PEN."

The extract, published in yesterday's *Daily Press* from a book which sides with the wife in the perennial controversy of Dickens versus Mrs. Dickens has led one of our readers to send us a copy of one of the novelist's letters with the remark "The beggar had a humourous pen, anyway; however he treated his 'wyph.'"

The letter, which recently appeared in the *British Weekly* runs as follows:—

My dear Sir,

Since my hall clock was sent to your establishment to be cleaned, it has gone (as indeed it always has) perfectly well, but has struck the hours with great reluctance, and after enduring internal agonies of a most distressing nature it has now ceased striking altogether. Though a happy release for the clock, this is not convenient for the household. If you can send down a confidential person with whom the clock can confer, I think it may have something that it would be glad to make a clean breast of.

Faithfully yours,
CHARLES DICKENS.

DARTMOOR PONY DOOMED.

STOCKS DWINDLING.

Is the Dartmoor pony doomed? There are indications that the sturdy little animals, the delight of visitors to the windswept moors, will, within a few years, be almost extinct. The number of ponies on the moors has decreased rapidly in the past few years.

The closing down of many coalmines in Wales has been responsible for a slackening in the sale of the ponies. Nearly the whole of the Welsh pit ponies were "recruited" from Dartmoor. Now only a few ponies are bought each year.

Breeder's Statement.

Dartmoor farmers are not breeding the shaggy little animals as in the past. One prominent breeder, who used to keep 100 ponies on the moors, has now only a small stock. He stated that during the war there was something of a "boom," but sales at the present time were the worst on record.

The purchase of a pony for £5 even as recently as 1924 would have been regarded as a low price, yet that is the average price now. Moormen are giving up "running ponies." Ponies are not paying, they say, and the farmers are going in for breeding the hardy Pole Angus bullock instead, and selling their ponies at any price to clear.

The electrical and mechanical age has also done much to speed the Dartmoor pony to extinction. Power is being used extensively underground where ponies were formerly used.

CANTON TEA HOUSE BURNT.

POLICE SUSPECT ARSON.

PROPRIETOR DETAINED.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, October 1st.

A fire occurred on Sunday at 2.30 a.m. in Hung Tak Tai Kai Street, Honam, destroying the first and second floors of the Tsui Ha Building and the Tao Yuen Tea House. The fire started in the tea house, but the cause is unknown. It began suddenly, spread with great rapidity and it was not put out until about 5 o'clock in the morning.

The Canton Fire Brigade arrived upon the scene almost immediately after the alarm was given. One party crossed the River from the wharf in front of the Sincere Company, another came down the River from Wangsha. All were well equipped with the fire extinguishing paraphernalia. The difficulties experienced in getting to Fong Tsoon to put out two big fires a week or two ago were not repeated and the firemen succeeded in crossing the River without delay, the boat people being only too eager to ferry them across to the scene of fire. The firemen worked desperately for over three hours. When the conflagration was at its height, practically the whole business section of Honam and a portion of Canton were illuminated. Fortunately, no lives were lost.

Subsequent investigation revealed that the loss is over $2,000 and the tea house where the fire started had been closed to business. The Police are puzzled as to how the fire started and took the proprietor to the 11th Police Station for an inquiry. The man is still detained being unable to offer any satisfactory explanation as to the cause of the fire. The Police suspect arson.

BOYCOTT COMMITTEE'S HAUL.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Oct. 1st.

The pickets of the anti-Japanese Boycott Committee are still as active as ever and another big batch of Japanese goods has been seized and brought to their Headquarters on the South Bund to be confiscated and auctioned. These goods include four big bales of cloth, 18 packages of iron wire, one crate of dried fish, four sacks of dried mushrooms and large quantities of iron nails, paper, and electrical supplies.

TOO MANY COPPERS.

NORTHERN KWANGTUNG'S COMPLAINT.

Report has been received, says the *Canton Gazette*, by the National Revenue Controlling Office from the Rehabilitation Headquarters for the Northern Region to the effect that large quantities of copper coins have been imported by the merchants in that region, and advice is sought on the steps to be taken to deal with the situation.

The flooding of the market with these copper coins, the bulk of which have been smuggled in, has caused the value to depreciate, seriously affecting the position of the "poor" classes who generally reckon in terms of coppers. The lowering of the value of this coinage naturally means a diminution of the buying power, and the poor classes are the only ones to suffer.

It has now been decided that all importers of copper coins for legitimate purposes must furnish proper and suitable security to the authorities, and licences will be issued to them covering specific shipments only. Unless a licence is first obtained, coins brought into the province will be considered as attempted smuggling, the goods will be seized and confiscated and a fine equalling ten times the value of the coins will be imposed.

The following regulations have been drawn up governing the importation of copper coins:—

1.—Importation of copper coins from other provinces will not be permitted unless adequate reason is given even if accompanied by a pass.

2.—All customs stations are to hold up shipments of copper coins unless a pass is produced, issued by the Superintendent of Customs.

3.—Travellers will not be allowed to carry more than 5,000 cents with them.

A MISUNDERSTANDING.

TEN SHOTS FRIGHTEN SHAKI ROAD.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, October 1st.

On Sunday night at about 10 o'clock considerable excitement was caused by the firing of over ten revolver shots in Shaki Road, immediately behind Shameen. People scattered in all directions and shopkeepers slammed their iron gates. A moment later loud cries were uttered by a group of special police who were patrolling the thoroughfare in question. At first it was thought that the police were encountering a gang of armed robbers or Communists, but after a few minutes complete quietness and order were restored.

It then transpired that the shooting was due to a mistake. A group of armed police were detailed to watch Shaki Maloo to guard against possible trouble. They searched every suspicious looking passer-by and stopped every vehicle. These nocturnal restrictions have been in force all over Canton for the past few nights since persistent rumours of another Communist uprising were current. It happened that a high military officer was passing through the maloo in a guarded automobile. The special patrols at once ordered the motor to stop and be searched. But the chauffeur and occupants paid no attention to the police order and sped on. The patrols then fired two shots into the air, but the guards on the running boards of the automobile returned the fire. Over ten shots were exchanged. Realizing the seriousness of the situation, the officer at once ordered his driver to stop and his bodyguard to cease fire. He then made signs to the night patrols to cease fire which they did. A conversation ensued in which the military officer apologized to the patrols for the misunderstanding. Fortunately there were no casualties.

CANTON'S CEMENT.

HAIPHONG BRAND PROSCRIBED.

In view of the fact that building contractors in this city, says the *Canton Gazette*, are not over scrupulous with regard to the quality of materials they use, Mr. Pang Wui, Chief of the Bureau of Public Works, has made certain regulations governing the use of cement in Canton, and all brands of cement offered for sale here are to be tested for quality.

Some months ago a cement of French manufacture, produced in Haiphong, was discovered to be of an inferior quality. A notification was, therefore, published in May last, declaring that the use of this particular brand of cement was prohibited for a period of one year when further tests would be made.

Recently, however, a shop was found to have imported this cement into Canton without making a report to the Bureau of Public Works as required by existing regulations. The cement in the shop was, therefore, sealed while samples were to be tested. At the same time the samples of this make were sent here direct from Haiphong to be tested.

The results of tests show conclusively that this cement is of inferior quality and that it cannot safely be used in the construction of buildings.

NO MORE POPPIES IN EAST KWANGTUNG.

SEVERE PENALTIES FOR "CONNIVING OFFICIALS."

A circular has been despatched to all magistrates in the Eastern Region by General Hsu King Tong, the Rehabilitation Commissioner for the Region, ordering that the cultivation of the poppy is to be strictly prohibited on pain of severe punishment. Wherever seeds have already been sown, same are to be destroyed within fifteen days after receipt of this order.

Heavy punishment is promised for any one who continues the cultivation of the poppy and troops will be despatched to supervise the clearing of the fields. On the magistrates and the garrison troops devolves the responsibility of seeing that due regard is paid to the observance of this order.

The order explains that in many districts of the Eastern Region the degenerate and lawless elements have been in the habit of planting poppy during the autumn season. It is also asserted that it has not been unknown for those in authority to connive at this practice for personal gain, imposing special taxes camouflaged under the general term "field tax" while in public declaiming loudly against the poppy. The cultivation of this plant has, therefore, possibly received secret facilities for development and extension, helping to strengthen an already deepseated evil.

The order threatens that no mercy will be shown to anybody, irrespective of influence or position should it be proved that the suspected party is guilty of planting the poppy.—*Canton Gazette.*

CORRESPONDENCE.

PIRACY PREVENTION.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—May I suggest through the medium of your paper what I believe to be a means of frustrating any further attacks by pirates on passenger vessels in the China Seas.

Would it not be possible for the Government to inaugurate a system, whereby every ship making or leaving this Port is kept in touch with at frequent intervals of two or six hours by Hong Kong.

Those Shipping Companies having sufficient vessels to enable the following policy being carried out might detail one of its ships in port to keep in touch with those of the same line which are at sea. If a call is sent from here every two hours, an answer would mean all was well, whereas no reply would be sufficient to raise suspicions.

I am aware this will mean further expense which, in these trying times, cannot be afforded; yet, to incur may be a saving in the long run.

The recent piracy seems to prove that if such a system as I have briefly outlined had been in operation, the *Anking* would not have been 54 hours in the hands of the pirates, and though the lives of those gallant defenders might not have been saved, the pirates' chances of escaping with the enormous booty would certainly have been very small.—Yours, faithfully,

C.A.V.N.

Hong Kong, October 1st, 1928.

[Note:—This question of signalling has been considered and various suggestions for maintaining constant communication with ships were put forward when the problem of piracy prevention was examined two years ago by the Committee appointed by the Government for that purpose.—ED., *H.K.D.P.*]

AN ALLEGED VENDETTA.

COWARDLY ATTACK ON SHIP'S FIREMAN.

TWO TROUBLESOME STOKEHOLD HANDS.

Two Chinese firemen formerly employed on board the *Empress of Asia*, but who had been dismissed were alleged to have made a cowardly attack on the No. 3 fireman now still employed on the same vessel. The motive was stated to be revenge as the men were under the mistaken impression that their dismissal from the ship was instigated by the fireman in question.

The attack took place on September 11th when the complainant was walking along Canton Road, just at the rear of the Naval Depot. Two men set upon him with iron bars, he received severe injuries to his scalp and several of his teeth were knocked out. Only one man was arrested and he was yesterday charged at the Kowloon Magistracy before Mr. W. Schofield.

Mr. Horace Lo appeared for the prosecution, and in his outline of the case said that while complainant was walking along Canton Road, a man named Ip Chuen, also known to the complainant, walked up to him and held his arms. The defendant then struck complainant with an iron bar. The No. 3 fireman was badly hurt as stated.

His assailant kept on wielding the iron bar in a merciless manner, one of the blows hitting complainant in the eye and dazing him. Complainant shouted out for help and someone in the vicinity blew a police whistle. Two Indian constables rushed to the scene, and the two dismissed firemen ran away. Chase was given which resulted in the arrest of the defendant. He was brought back to the scene of the attack, and there the constables found the complainant lying on the ground, bleeding profusely. An iron bar stained with blood was also recovered near the wounded man.

Complainant identified the arrested man as one of the men who had taken part in the assault. Defendant also had blood stains on his body.

Mr. Lo said that complainant and the two dismissed firemen were not exactly enemies but on one occasion, complainant made a report to the No. 1 fireman against these two men. They were later discharged and were labouring under the impression that complainant had caused their dismissal. This, however, was a mistake because the two men were dismissed on the complaints of European officers on board the ship.

The case was then adjourned.

ROUND THE COURTS.

ALLEGED ROBBERS ARRESTED.

INDIANS AND THE NEW WATCHMEN'S ORDINANCE.

That our local Society for the Prevention of Cruelty to Animals is actively engaged in teaching the Chinese to treat birds and animals in a more human way is seen again and again by court cases instituted against thoughtless offenders. Yesterday another three men were charged and fines ranging from $5 to $10 were imposed by Mr. W. Schofield at the Kowloon Magistracy.

A Chinese who had no better receptacle for three chicken than a rattan attache case was fined $5. He pleaded guilty to the summons and said that he had "only just placed the three fowls inside" the basket before disembarking from the Mongkok ferry. The chickens were not injured but only badly cramped.

Another Chinese who was carrying five doves by their wings and thus causing unnecessary suffering to the birds had to pay $8.

Placing eighteen doves in a small bird's cage was the offence committed by yet another Chinese and for this he had to pay $10.

CONTRAVENING THE WATCHMEN'S ACT.

Two Indian watchmen who had contravened the recently passed Watchmen's Ordinance were charged at the Kowloon Magistracy before Mr. Schofield.

One of the defendants who had failed to register was fined $10 having pleaded guilty to the charge. The other man was summoned for not carrying his license with him. His excuse was that it was raining on the day in question. He was drenched to the skin and had just changed his tunic. He forgot to transfer his licence from the wet clothing when he left hurriedly for duty. He was fined $2.

A BAD OMEN.

Of all things to steal from a ship's armoury, a Chinese had the bad taste to purloin four iron shackles. It was a bad omen and it came true before the thief had got very far. He was arrested while leaving the *Empress of Canada*, and the four shackles were found on him. He was himself shackled and marched off to the Police Station and from there he was brought to the Kowloon Magistracy, also handcuffed.

Two previous convictions were proved against the culprit and his Worship sentenced him to two months' hard labour.

ALLEGED ROBBERS AND THEIR FEMALE "FENCE."

Two men alleged to have taken part in two recent armed robberies and their female "fence" were brought before Mr. R. E. Lindsell yesterday. The Police applied for a remand saying that investigations were still being made.

The first man was Lau Cho. He was charged with the robbery at No. 31, Hee Wong Terrace. It was said that he and three others not in custody threatened the inmates with daggers and robbed them of money, jewellery and clothing to the value of $291. The robbery was committed on July 21st.

The second man was Hing Yau. It was alleged that he was concerned in the armed robbery on August 30th at No. 363, Des Voeux Road West, with two others not in custody. The haul they made was valued at $534.

A Chinese woman of 55 years of age was also charged with receiving stolen property, also in connection with the two robberies referred to. All the defendants were arrested at No. 142, Hollywood Road.

They were remanded in custody for a week.

EXPECTORATING IN COURT.

A Chinese who went to the Kowloon Magistracy yesterday morning to listen to a case, left the Court $5 the poorer, because he had the bad taste to expectorate in Court. He was arrested by the Court's sergeant and when the sitting was over, he was brought before Mr. Schofield and fined the sum mentioned above.

(*Continued on next Column*).

SCENE AT MURRAY PARADE GROUND.

MEN FROM QUEEN'S REGIMENT UNDER CANVAS.

PREPARING FOR THE GRAND TATTOO.

With several tents pitched on the Murray Barrack Parade Ground, soldiers busy at various forms of drills, and the occasional playing of the band, a crowd mainly of Chinese watched the proceedings with keen interest. From early morning yesterday and until late in the evening the crowd remained rather in the manner of the poet's brook:

"Men may come and men may go,
But I go on for ever."

Enquiries revealed that a detachment of 500 men from the Queen's Royal Regiment from Shamshuipo Camp have gone under canvas there in preparation for the Grand Tattoo and will be there until the Tattoo is over. Meanwhile they are being put through their paces for this new role of pageant performers.

PORTUGUESE INTEREST IN THE TATTOO.

GOVERNOR OF MACAO'S DAUGHTER AS BRITANNIA.

Miss Maria Amalia Barbosa, the daughter of the Governor of Macao, is on a short visit to Hong Kong, having arrived by steamer on Sunday evening. As has been announced Miss Barbosa is taking an active part in the Grand Tattoo; and will play the rôle of Britannia in the tableau representing the "World's Oldest Alliance" to be staged by the Portuguese community on the third night, the part of Portugal being taken by the daughter of the Consul-General for Portugal and Mme. Cerveira de Albuquerque. Both young ladies are noted for personal charm and are sure to act their respective parts very effectively.

Interviewed, Miss Barbosa showed that she was very interested in the rôle she is taking. Apart from her personal rôle, Miss Barbosa's valuable assistance has been enlisted by her compatriots in Hong Kong in designing and securing the national costumes for the Portuguese young ladies taking part in the decorated car procession on the second (Friday) night. Altogether the Portuguese community is showing considerable interest in their own section of the display which they are organising for the Portuguese night on Saturday.

We understand that a large reservation of seats for Macao visitors has been made for the last night of the Tattoo.

FOOTBALL IN THE STREET.

Two Chinese boys who were engaged in a keenly contested game of soccer at Connaught Road West were brought before Major C. Willson on a charge of causing obstruction. They were each fined $2.

MORE OPIUM.

A Chinese who was caught with 2.2 taels of illicit opium in his possession was fined $66, or six weeks' hard labour at the Kowloon Magistracy. The man was said to have had a previous conviction against him for the same offence.

FAILING TO REPORT AN ACCIDENT.

As a result of a motor collision in Nathan Road on September 7th at 10 p.m. in which Flight Lieut. Gardner of the Kai Tack Aerodrome, and a Chinese were concerned, the former appeared before Mr. W. Schofield at the Kowloon Magistracy yesterday.

Flight Lieut. Gardner was summoned for failing to stop his vehicle after the collision, for not giving his name and address to the injured party, and also for failing to report the accident to the nearest police station. He was fined $10.

EUROPEAN WHO HAD NO LICENCE.

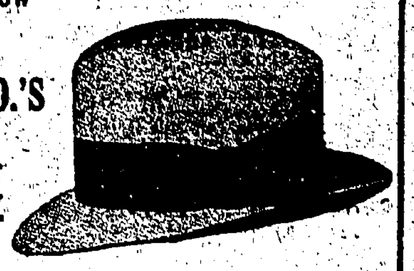
When the name of Mr. O. C. Bergheer was called at the Kowloon Magistracy, the police stated that the gentleman was away in Saigon and would not be back for a month.

Mr. Bergheer was summoned for driving a motor car without a license on September 19th, in Nathan Road. The summons was withdrawn.

New Styles now showing in

GLYN & CO.'S

Soft Felt Hats



Wherever Hats are Worn

Glyn's Hats are recognised as supreme in Style, Value and Finish.

We make a speciality of a Pure Fur Hat that will wear well and look well, in fact give every satisfaction — at $13.50. Less 10 % Discount for Cash.

Stocked in the turn down style or set brim in shades of Brown, Grey, Fawn, Drab, etc.

INSPECTION INVITED.

Wm. POWELL, Ltd.

Specialists in Gentlemen's Wear.

10, Ice House Street.

THE GREAT "SHOW BOAT" SONG

"OL' MAN RIVER"

Columbia New process RECORDS

OL' MAN RIVER Fox-Trot.

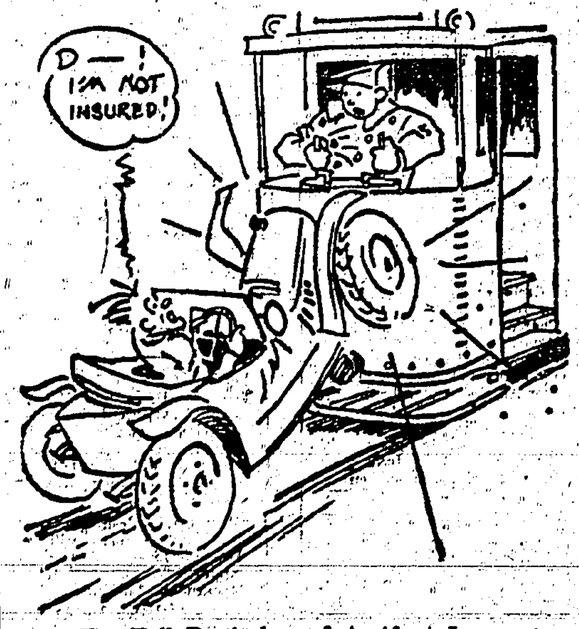
(WITH VOCAL CHORUS)

No. 1284 D.

ANDERSON MUSIC CO., LTD.

GENERAL ACCIDENT, FIRE & LIFE ASSURANCE CORPORATION, LTD.

By Appointment By Appointment



For Full Particulars of Accident Insurance, Apply to the Agents—

JAMES H. BACKHOUSE LTD.

1a, Chater Road (3rd Floor) [A 72]

NEW ADVERTISEMENTS.

V.R.C. ANNUAL AQUATIC SPORTS.

ON the following Dates the following Events will take place:—

16TH OCT., 1928—The Half Mile Open Championship of the Colony and The 220 Yards Mok Challenge Cup will also be swum for upon This Date after 5 P.M. at the V.R.C.

18TH OCT., 1928—The 100 Yards Championship and The 100 Yards Back Stroke Championship.

19TH OCT., 1928—The 220 Yards Championship and The 100 Yards Breast Stroke.

20TH OCT., 1928—The 440 Yards, The 100 Yards Ladies, 100 Yards Boys, 100 Yards Team Race, and High Diving Championships will be swum.

21ST OCT., 1928—Long Plunge and Throwing the Polo Ball during Sunday Morning.

22ND OCT., 1928—The Chinese Harbour Race.

23RD OCT., 1928—The Ladies Harbour Race.

24TH OCT., 1928—The Open Harbour Race.

All Entries except those for the Harbour Race CLOSE on WEDNESDAY, 10TH OCTOBER at 6 P.M.

All Entries must be accompanied by an Entrance Fee of One Dollar for Each Event entered for.

Further Particulars and Entry Forms can be obtained from the Hon. Secretary at The V.R.C.

C. J. COOKE,
Hon. Secretary,
Victoria Recreation Club.
[6787

ROYAL HONG KONG YACHT CLUB.

"TREVESSA TROPHY."

THE TENTH BI-ANNUAL RACE for SHIPS' LIFEBOATS will be sailed on WEDNESDAY, the 31ST OCTOBER Next, Starting at 4 P.M.

Each Ship may enter Any Number of Boats.

COURSE:—Start from Channel Rocks, thence to Kowloon Rock (P), Mark off Yacht Club (S), Cust Rock Gas Buoy (P), Finish at the Yacht Club across the Line from West to East.

Competing Boats should be in Position at the Starting Line by 3.30 P.M.

Ships proposing to enter Boats are requested to notify the HON. SECRETARY, Royal Hong Kong Yacht Club, Not Later Than NOON, on the 31ST OCTOBER.

R. J. VERNALL,
Hon. Secretary,
Royal Hong Kong Yacht Club.
Hong Kong, 3rd Oct., 1928. [6789

FOR SALE.

HARDWOOD LIGHTER "CAROLINA." Good Condition. Capacity: 500 tons. Dimensions: Length 135 feet, Beam 30 feet, Depth 11 feet 8 inches, Draft Light 3 feet 6 inches, Loaded 9 feet.—Apply to: STANDARD OIL COMPANY OF NEW YORK, Union Building. [6786

REMOVAL NOTICE.

I have THIS DAY REMOVED my Offices to KAYAMALLY BUILDING, Queen's Road Central.

A. E. HALL,
Solicitor.
[6780

GARRISON SCHOOL SWIMMING SPORTS.

V.R.C. BATHS OCTOBER 6TH, commencing 10.30 A.M. Entries for OLD SCHOLARS' HANDICAP (3 Lengths) should be sent to the HEADMASTER. Post Entries will be accepted. This Race is timed for 12 Noon. [6778

HONG KONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (Weather Permitting) at Happy Valley on SATURDAY, 6TH OCTOBER and on MONDAY, 8TH OCTOBER, 1928, Commencing at 2.30 P.M. on Both Days.

The First Bell will be Rung at 2 P.M.

The Charge for Admission to the Public Enclosure will be $1.00 Per Day for all Persons including Ladies.

Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. Linstead & Davis, at $5.00 Each Per Day Up to FRIDAY, 5TH OCTOBER, 1928.

The Charge for Admission for Ladies to the Members' Enclosure will be $2.00 Per Day. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting. [6775

MACAO RACES.

DRAFT Programmes and Entry Forms for the TENTH EXTRA RACE MEETING to be held on SUNDAY, 14TH OCTOBER, 1928 (Weather Permitting), may be obtained from the I.B.R.U., Macao, Causeway Bay Stables, and Rozon Advertising Co.

Entries CLOSE at Macao 2.30 P.M., WEDNESDAY, 3RD OCTOBER, 1928. [6744

INTIMATIONS.

HONG KONG TRAMWAYS, LTD.

TRAMWAY ORDINANCE, 1902.

NOTICE IS HEREBY GIVEN that this Company intends to apply to the Governor-in-Council for power to construct:—

(a) A Single Track Tramway of approximately 330 Yards in Length along Bowrington Canal Road East between Praya East and Leighton Hill Road,

and (b) A Single Track Tramway of approximately 30 Yards in Length connecting the Tramway Depot in Russell Street with Bowrington Canal Road East.

Both Extensions to be carried out in accordance with Plans deposited with the Director of Public Works.

L. C. F. BELLAMY,
General Manager.
Hong Kong, 21st Sept., 1928. [6779

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. Y/92 for Twenty Shares, £4 Per Share Paid Up, Numbered 113130/113149 in this Society standing in the Name of CHO YIK TONG of Shanghai, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the Said Certificate will be deemed CANCELLED and of No Effect, and A NEW CERTIFICATE for the said Shares will be issued in its stead by the Society.

PAUL LAUDEB,
General Manager.
Hong Kong, 14th Sept., 1928. [6716

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION OF THE

VALUABLE LEASEHOLD PROPERTIES situate at Victoria, Hong Kong, and known as:

1.—One Undivided Twenty-second Part or Share of and in the Reclamation Rights (or Reclamation) in respect of MARINE LOT No. 43. Area: 1,723 Square Feet or thereabouts.

2.—Two Undivided Twenty-second Parts or Shares of and in the Reclamation Rights (or Reclamation) in respect of MARINE LOT No. 43. Area: 3,446 Square Feet or thereabouts.

To be Sold
IN TWO LOTS
BY
PUBLIC AUCTION,
ON
THURSDAY,
The 4TH Day of OCTOBER, 1928,
At 3 o'clock P.M.
AT
THE CHINA AUCTION ROOMS,
D'Aguilar Street, Victoria,
Hong Kong,
BY
Mr. E. V. M. R. de SOUSA,
Auctioneer.

For further Particulars and Conditions of Sale, Apply to—
Messrs. JOHNSON, STOKES and MASTER,
Prince's Building, Hong Kong,
OR TO
Mr. E. V. M. R. de SOUSA,
Auctioneer.
Hong Kong, 25th Sept., 1928. [6755

"CHINA" LADIES' HAIR DRESSING SALOON.

Head Office:—25, Des Voeux Road Central. Tel. C. 6234.

First Branch:—5, D'Aguilar Stree (For Ladies only.) (Tel. C. 6234.)

Second Branch:—22, Queen's Rd. Cent. (For Ladies & Gents.) (Rear Ground Floor of Kayamally Building)

Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.

Business Hours:—
8 A.M. to 7 P.M. on Week Days.
12 Noon to 6 P.M. on Sundays.

AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 21, Bride Lane, E.C.4., is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

If Local Companies desirous of taking up further Agencies will let us know the Lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

This Service is offered to our Readers without charge and, of course, no obligation is incurred on either side.

The Required Information should be sent to the
HONG KONG DAILY PRESS, LTD.,
11, Ice House Street,
Hong Kong.

INTIMATIONS.

"THE PEAK FLATS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island Ready for Occupation.

Five-Roomed FLATS
and
Six-Roomed FLATS

with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to—
CREDIT FONCIER D'EXTREME-ORIENT,
4TH Floor,
French Bank Building.

TO LET.

FURNISHED, Four Room FLATS, at 16, MacDonnell Road, with Modern Conveniences.

For Particulars, Apply: XAVIER BROS., 2, Queen's Road. Tel. C. 3216 or C. 2722. [6737

TO LET.

FLAT in Carnarvon Buildings, Kowloon. 5 Roomed HOUSE in Minden Avenue, Kowloon.

Apply to:—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
6595]. Alexandra Buildings.

TO LET.—Furnished, Five-room FLAT, May Road Level, For One Year, From 1ST DECEMBER 1928.—P.O. Box B-48. [6672

WHY Continue to suffer when POO ON HERBS are within your reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO.,
66, Queen's Road Central, 1st Floor.
Tel. C. 5009.

DEATH.

MATTHEWS.—Suddenly on the 1st inst. John William Matthews, Chief Ship Draughtsman of Hong Kong & Whampoa Dock Co., Ltd., age 45. [6788

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, October 2nd, 1928.

REPRISALS FOR PIRACY.

We understand that the Canton Authorities have promised to take punitive measures immediately against the pirates who landed at Honghai Bay after their successful attack on the *Anking*. This means, we presume, that a raid will be made on the district and the houses there burnt. Whether it will have any effect in checking piracy, or whether the pirates themselves will suffer much material damage, it is impossible to determine, but these retributive expeditions are apparently the only practical way of dealing with the situation, and they must be undertaken unless we are to remain satisfied that, once the evil has been done, the evil-doers shall escape scot free.

Warnings innumerable have been issued that when a British ship is attacked punishment will inevitably be visited upon the pirate villages. In conformity with these notifications two raids have already been made by British landing parties and another would doubtless have been organised as soon as the news of the *Anking* piracy was received had it not been for Canton's recent policy in patrolling Bias Bay, and her pledge to do everything in her power in future to prevent the pirates from enjoying unmolested a safe retreat on the Kwangtung coast line. This is Canton's duty primarily and we believe the British policy will be to await reports of Canton's action before deciding upon further steps.

The raiding and burning of villages has been criticised on the ground that the innocent suffer with the guilty, but our criticism, if we were disposed to offer any, would be directed towards the fact that the punishment inflicted during the raids in no way fits the crime. The villagers themselves take to the hills and are unhurt and they may, probably do, regard the demolition of a few huts worth not more than $200 each as a small price to pay out of two or three hundred thousand dollars worth of booty taken from a ship. It is not suggested that all the villagers become pirates when the opportunity offers, but it is known that the pirates live in these villages and take part in the life of the community. They make their plans there and there is no reasonable doubt that these plans are known to a good many of the neighbours, but no one thinks of giving information which might lead to the prevention of the cold-blooded murder of British Officers. Little anxiety need therefore be suffered on the ground that punishment meted out in a rough and ready fashion may fall on some who are innocent of any crime. On the contrary, the raids should grow more ruthless, and cover a wider field, until the lesson which they are meant to convey is driven well-home—that responsible government will not allow piracy to develop *into a profitable business*.

Until that lesson has been learned there seems little hope of preventing officers from occasionally being taken by surprise and ships from being looted. We are inclined to deprecate resistance when the surprise has been effected. Surrender, without a struggle, may be contrary to the traditions of the Mercantile Marine and entirely repugnant to the individual officers concerned, but an unarmed man faced with a loaded revolver has absolutely no chance and in the overwhelming majority of cases an attempt at fighting means the throwing away of a life to no purpose. Rigorous attempts should, of course, be made to prevent arms from being smuggled on board by passengers. Nothing, within reason should be left undone to minimise the risk which ships' officers run in the China trade, but when, in spite of all precautions, a piracy occurs it should never be regarded as a part of the duty of the ship's complement "to resist to the uttermost." From that stage, as we have stated, it devolves upon the Government of China, and in their default, upon Great Britain, to exact adequate penalty for the damage done.

INTIMATIONS.

WATSON'S
LAVENDER WATER.

The most refreshing of all perfumes in the hot weather.

Distilled from real
ENGLISH LAVENDER

In Elegant Green Flasks
Each: $4.00, $2.25, $1.25

WATSON'S
LAVENDER
TALCUM POWDER.
IN MAGNUM TINS.

MADE FROM PURE
Italian Talc
Associated with English Lavender of exquisite fragrance.

$1.00 Per Tin.

A. S. WATSON & CO., LTD.
Hong Kong Dispensary.
Phone C. 16.
[50

Two Chinese cases of enteric were reported over the week-end. Apart from this the Colony had a clean bill of health.

The whist drive arranged by the Police branch of the M.C.L. will take place this (Tuesday) afternoon at the Helena May Institute at 3.45. Tickets are $1 each.

The fortnightly meeting of the Sanitary Board will be held this afternoon at 4.15, and from the agenda no matters of public interest will come up for discussion.

Mr. and Mrs. T. G. Weale were among the passengers who arrived here yesterday by the s.s. *Sarpedon* from Shanghai. The master reports that the ship encountered strong N.N.E. winds and a heavy sea.

The monthly meeting of the Chinese General Chamber of Commerce will be held this afternoon at 2.30 p.m. It is understood that several letters of complaint regarding the local water restriction will be read.

FAREWELL TO REV. J. KIRK MACONACHIE.

TO-MORROW'S GATHERING.

At the meeting of farewell tomorrow evening to the Rev. J. Kirk Maconachie, who is leaving the Colony on Saturday after 15 years as minister of Union Church, Hong Kong, those present will include the Bishop of Victoria, local ministers and chaplains of H.M. Forces and representatives of the governing body of St. John's Cathedral.

The Rev. J. H. Johnston, minister of Union Church, Kowloon, will preside and the proceedings commence with tea in the Lecture Hall, Kennedy Road, at 5 o'clock.

CROWN LAND SALE.

GOOD BIDDING FOR MONGKOK LOT.

OVER $2 FOR SQUARE FOOT.

Chinese property owners turned out in full force yesterday at the Crown Land Office when Kowloon Inland Lot No. 2141 was put up for auction. This parcel of land comprised of about 3,100 square feet and is situate at the junction of Mongkok Road and Sai Yueng Choi Street. It carries with it an annual Crown rental of $36.

Starting with the upset price of $2,200, the bidding rapidly went up to $7,400, at which figure it was sold to Mr. Chan Kin Cheong, of No. 19, Yen Choi Street, second floor, Shamshuipo.

The price for land is, it will be seen, picking up. This lot was sold at $2.36 per square foot.

Some of the conditions of the sale were:

"The purchaser of the lot shall build and finish for occupation, before the expiration of 24 calendar months from the day of sale, one or more good and permanent buildings upon some part of the lot with such materials as may be approved by the Director of Public Works, and in accordance with the regulations relating to buildings or sanitation as may be in force in the Colony and shall expend not less than $7,500 in rateable improvements.

"The facades of any buildings to be erected on the lot abutting on Mong Kok Road to be subject to the special approval of the Director of Public Works."

OBITUARY.

MR. J. W. MATTHEWS OF KOWLOON DOCK.

FUNERAL YESTERDAY.

The sudden death has to be recorded of Mr. J. W. Matthews, chief ship draughtsman of the Hong Kong and Whampoa Dock Co., Ltd., at the age of 45. Mr. Matthews had complained of feeling unwell on Sunday and yesterday morning he was found dead in bed at the Station Hotel, Kowloon, where he lived, having passed away in his sleep.

During his five years residence in the Colony, Mr. Matthews made a large number of friends. He was a member of the Institution of Engineers and Shipbuilders, of the Kowloon Bowling Green Club, the Kowloon Football Club, and he was also a prominent Mason.

Much sympathy will be felt with the widow and two daughters, Jean and May, who are at Home.

The funeral at the Protestant Cemetery, Happy Valley, yesterday afternoon was attended by the staff of the Kowloon Docks and members of other institutions with which the deceased was connected. The Rev. W. Walton Rogers officiated at the graveside and the pall-bearers were Messrs. F. E. G. Munn, Graig, Pearson, McLaggan, R. C. Wilson and Nicholls. Among those present were Mr. R. M. Dyer, E. Cock, D. Gow, Bliss, Forsyth, McIntosh, Henderson, Lapsley, Rattey, Keith, White, Bell, J. C. Brown, A. W. Eastman, R. Duncan, C. Owen, McIndie and R. Church.

A wreath from the deceased's wife was buried with the coffin and there were also wreaths from his daughters, Jean and May, and mother and father. Other floral tributes were sent by Mr. and Mrs. R. M. Dyer, J. C. Owen, E. Cock, D. Gow, D. Harvey, J. Fraser, R. D. Duncan, J. Tully, J. Sanderson Smith, R. E. Hoare, F. H. W. Haynes, R. C. Wilson, C. J. Thomson, T. S. Morrison, Bell, Spary, Hedley, McIntosh, Craig, Pasco.

Mr. P. T. and Miss Farrell, Mrs. McIntosh, Messrs. F. E. G. Munn, C. E. Stewart, S. Kent and J. Barnett, J. Krogh-Moe, W. Sanderson, J. McLaggan, P. G. Craig.

Superintendents, Indo-China S.N. Co., Kowloon Bowling Green Club, Kowloon Football Club, Engineers and Shipbuilders, Kowloon Dock Staff, Chinese staff of Drawing Office, and Masonic Lodges.

THE TREASURY FRAUD CASE.

MAGISTRATE FIXES DATES FOR HEARING.

MR. RUSS TO DEFEND CARVALHO YEO.

Carvalho Yeo who was brought down from Shanghai on a charge of having defrauded the Hong Kong Treasury of over $260,000 was again brought before Mr. R. E. Lindsell at the Central Magistracy yesterday.

Yeo is now defended by Mr. C. A. S. Russ, and the case for the prosecution is in the hands of Mr. T. M. Hazelrigg, M.C.

The Magistrate told Mr. Russ that Mr. Hazelrigg had seen him in Chambers with regard to setting aside three days for the hearing of the case so as to complete the preliminary hearing in time for the next Criminal Sessions. His Worship said that subject to Mr. Russ' convenience, he had set aside Wednesday afternoon and Thursday and Friday, both morning, at 11.15 a.m., and again in the afternoon at 2.15 p.m.

Mr. Russ said that he could not attend on Wednesday as he had a case in the Summary Court in the morning and another at the Kowloon Magistracy in the afternoon.

Mr. Hazelrigg said that it was not necessary to have the hearing completed by October 9th in order to have the case included in October Sessions, because a special Session could be arranged.

His Worship then fixed the date for the opening of the case on Thursday morning next, to be continued on Friday and another date to be fixed later.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.40 p.m., stated:—

The anti-cyclone has increased in intensity and has extened eastward to Japan. The typhoon is situated more than 100 miles west of Aparri, moving westward.

Local Forecast:—N.E. winds, fresh, fair.

THE TYPHOON.

A message from Manila Observatory yesterday evening states that the typhoon has crossed northern Luzon in the form of a shallow depression. It may increase in intensity in the China Sea.

"HOME FOR UNIVERSAL BROTHERHOOD."

THEOSOPHICAL SOCIETY'S NEW LODGE.

YESTERDAY'S OPENING CEREMONY.

After describing the new premises acquired by the Society as a "home for universal brotherhood," Mr. M. Manuk, President Agent of the Theosophical Society for Hong Kong, performed the opening ceremony yesterday.

The new lodge is on the second floor of the Mercantile Bank of India building. It was prettily decorated with flowers, and a very impressive little ceremony took place before a large gathering of Theosophists.

Procession Of Offices Bearers.

On a platform erected at one end of the room, was a bouquet of roses, kindly presented by Mr. and Mrs. H. Ruttonjee, and large clusters of flowers presented by other members decorated the room. On the mantle-piece there were large brass vases from which burning incense sticks protruded.

The ceremony started with a procession of office-bearers, headed by Mr. Manuk, who was followed by Mr. Wei Tat (president of the Chinese lodge), Mr. Wong Man Keung and Mr. Ho Tung Cheung (vice-presidents), Mr. Lee Tinsik (secretary of the Chinese), Mr. J. Russell (president of the Hong Kong lodge), Mr. Geo. May (vice-president), Mrs. May (secretary), and last of all Mr. H. E. Lanepart (head of the Order of the Service).

The procession entered the room with all members standing up and having mounted the dais, Mr. Manuk solemnly declared the premises opened.

"The Greatest Living Soul."

After blessing the new lodge and expressing the hope that it would bring light and truth to mankind, Mr. Manuk said that they were also to celebrate the eight-first birthday of Mrs. Annie Besant, the President of the Society. He talked of Mrs. Besant in most eulogistic terms and said that she was "the biggest living soul in the world to-day." To know her was to love her. She inspired everyone with the highest ideals. She was the embodiment of light and love.

Prizes And Diplomas.

The opportunity was also taken to award diplomas to new members, and prizes to students who attend the three night schools run by the Society.

Addressing the students, Mr. Manuk said that they must study all the religions of the world, as well as physical sciences. It was only by knowing the beliefs of the different races of the world, that men could become tolerant, and unless they were tolerant, they could not help humanity.

The ceremony was brought to an end by Mr. Russell thanking Mr. Manuk, Mr. and Mrs. Ruttonjee and other members for the good work they had done for the Society. He said that it was largely through their efforts that they were able to take possession of these new and commodious premises.

LIGHTNING POSTAL STRIKE IN PEKING.

ATTEMPTS TO AID CHIHLI-SHANTUNG WOUNDED.

HANKOW'S OPPOSITION TO JAPAN.

CANTON-HANKOW RAILWAY LOAN SUGGESTED.

The Union of Postal Workers in Peking has declared a lightning strike in an endeavour to prevent the dismissal of some two hundred postal workers in the city. The effectiveness of the strike is not known at present, but it is feared the service of the mails may be completely stopped.

Efforts are being made to ameliorate the lot of the Chihli-Shantung wounded at the Chienmen station, whose terrible plight was reported yesterday. However, though they have now been removed from the station platform to various hospitals, in many cases relief came too late, and a number of the unfortunate soldiers had already died from exposure and lack of attention.

General Li Tsung Jen has addressed a memorandum to the Central Political Council suggesting that a loan of $50,000,000 be floated, and the money used for the completion of the construction of the Canton-Hankow Railway.

A Chinese wireless message states that Hankow is still strongly in favour of the anti-Japanese boycott. At a public demonstration, largely attended by merchants and students, resolutions were adopted for the continuation of the movement.

POSTAL STRIKE.

[THROUGH REUTER'S AGENCY.]

PEIPING, Oct. 1st.

The Union of Postal Workers has declared a lightning strike to-day in an endeavour to reverse the authorities' decision to dismiss two hundred postal workers here. At present it is impossible to estimate the effectiveness of the strike, but there is a prospect of the complete stoppage of mails.

NORTHERN WOUNDED.

[THROUGH REUTER'S AGENCY.]

PEIPING, Oct. 1st.

Through the exertions of the police and of Chen Shih Chang of the Hankow forces here, the wounded Chihli-Shantung troops have been removed from Chienmen station. They have been distributed among various hospitals, including the Peking Union Medical College, but not before many had died from exposure and lack of attention to their wounds.

CHANG HSUEH LIANG'S VISIT TO PEKING.

(*Wah Tsz Yat Pao*).

SHANGHAI, Oct. 1st.

General Yang Yu Ting, General Chang Hsueh Liang's delegate, has returned to Fengtien together with Mr. Ho Chia Chu, General Pei Chung Hsi's representative, who will interview General Chang Hsueh Liang regarding the question of General Chang's coming visit to Peking.

MONGOLIAN BORDER.

(*Wah Tsz Yat Pao*).

SHANGHAI, Oct. 1st.

Mr. Kuo Tu Pu, a Mongolian delegate, is reported to be on his way to Mukden on a special mission to see General Chang Hsueh Liang regarding the Manchurian-Mongolian border problem.

FUKIEN DISBANDMENT.

(*Wah Tsz Yat Pao*).

SHANGHAI, Oct. 1st.

The authorities of Fukien province are embarking on a plan to disband a number of superfluous troops in the province. Admiral Yang Shu Chong, the chairman of the Fukien Provincial Government, held a special meeting last week-end to consider the first steps to be taken for the realisation of disarmament.

TAXES REDUCED.

[THROUGH REUTER'S AGENCY.]

SIANFU, Oct. 1st.

Feng Yu Hsiang has ordered the abolition of the charcoal and other taxes and a reduction of the salt tax by one quarter and of the stamp tax by one half.

DELAYS FOR LI TSAI HSIN.

(*Wah Tsz Yat Pao*).

SHANGHAI, Oct. 1st.

Marshal Li Tsai Hsin in an interview said that at present he could not return to Canton until the settlement of outstanding problems in connection with the reformation of the Central Government.

RAILWAY CONSTRUCTION.

[THROUGH REUTER'S AGENCY.]

HANKOW, Oct. 1st.

Li Tsung Jen in a memorandum to the Wuhan division of the Central Political Council recommends the flotation of a public loan of $50,000,000 to cover construction expenses for the completion of the Canton-Hankow Railway.

FEELING AGAINST JAPAN.

(*Wah Tsz Yat Pao.*)

SHANGHAI, Oct. 1st.

A Chinese wireless message to hand to-day from Hankow states that all classes in Hankow held a big demonstration of protest against Japan in order to start a movement for severing economic relations with Japanese merchants. The demonstration was largely attended by students and merchants. A resolution was adopted at the meeting to set up a permanent commission on which all merchant bodies would be represented for the maintenance of the anti-Japanese movement.

ARMED GUARD FOR "ANHUI."

SEQUEL TO "ANKING" PIRACY.

[THROUGH REUTER'S AGENCY.]

SINGAPORE, Oct. 1st.

In view of the piracy of the *Anking*, the China Navigation Co.'s vessel *Anhui*, which is leaving for China ports to-morrow, is carrying an armed military guard.

[Not long ago a consignment of arms was found aboard the *Anhui* at Singapore. Only the discovery saved a piracy in this case and it is thought that the attempt was inspired by the same gang which committed the outrage on the *Anking*.]

JURY SYSTEM IN JAPAN.

EMPEROR VISITS THE COURTS.

WORKMAN'S APPEAL.

[THROUGH REUTER'S AGENCY.]

TOKYO, Oct. 1st.

After five years' preparation since the promulgation of the law on this subject, the jury system has been instituted throughout Japan.

To mark this important change in the country's judicial system the Emperor, accompanied by high officials, visited the Department of Justice, the Supreme Court and the Tokyo Local Court and inspected the arrangements.

While the Emperor was returning from his visit to the Tokyo District Court a man wearing workman's clothes attempted to present a petition, but was arrested before he reached his Majesty. The police are examining the man, but the nature of the appeal has not yet been revealed.

LATER.

It is learned that the man who attempted to appeal to the Emperor desired to request his Majesty's good offices in raising the standard of living of the poor.

COMMUNISTS IN BERLIN.

ATTACK ON NATIONALISTS.

ELECTIONS HELD UP.

[THROUGH REUTER'S AGENCY.]

BERLIN, Sept. 30th.

Amazing scenes of violence occurred at the Berlin "Sport Palace" to-day when a serious clash developed as the result of an attempt by Communists to break up a meeting of extreme Nationalists.

The police were hurriedly called in to quell the outbreak, and they were obliged to use batons and revolvers before securing control of the situation.

Twenty-two persons were injured, three of whom are reported to be in a serious condition, while forty-two arrests were effected.

Elections Postponed.

The municipal elections at Geesthacht near Hamburg have been postponed owing to Communists, reinforced by supporters from the neighbouring districts, attacking the Republican organisation "Reichsbanner" and invading the polling booths. The battle between the opponents, in which one man was killed, 15 seriously injured and two hundred slightly hurt, was only terminated by the arrival of a strong force of police from Hamburg.

POLICE OFFICERS ATTACKED.

INDIAN RELIGIOUS RIOTS.

STREETS HEAVILY PATROLLED.

[THROUGH REUTER'S AGENCY.]

BOMBAY, Sept. 30th.

Numerous arrests have been made by the Police at Surat in a vigorous effort to secure control of the situation created by the communal riots.

The trouble commenced on Friday, and it was then that the most serious disorders occurred.

It appears from official reports of the incidents that in connection with the Hindu Ganpathi Festival, a long procession was passing through the streets carrying an image of Ganpathi (The God of Wisdom).

The Mohammedans molested the Hindus taking part in the celebrations, the disturbances finally developing into serious assaults.

The Police sought to intervene, but the Mohammedan mob, angry and threatening, attacked several officers. The police were compelled to fire on the rioters, killing one man and wounding eight.

Stray assaults occurred at different points all day on Saturday in spite of most elaborate Police precautions, culminating in a panic beyond the power of the officials to control.

Finally a large batch of reinforcements were rushed to the scene, since when the streets have been vigorously patrolled.

Peace is gradually being restored.

LABOUR PARTY'S CONFERENCE.

GOVERNMENT'S CRIMINAL FOLLY.

HAND OF FRIENDSHIP TO RUSSIA.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 1st.

Mr. Lansbury, M.P., in the Chairman's address at the annual Labour Party Conference at Birmingham, deplored the dissatisfaction prevailing in a few sections of the Party. He emphasised that in a democratic movement the majority must rule and declared that "Socialism is inscribed on our banners." Britain with all its resources must be owned and used in the service of all the people.

He pointed out that credit and money raised for capitalist investments in Asia and Africa could as easily have been raised to reorganise and reconstruct our own national resources. "There is little sense in sending our best people thousands of miles away to grow food if at the same time we leave our own splendid soil uncultivated."

Mr. Lansbury drew attention to the Government's "criminal folly" in its dealings with India, China and Russia, and declared that although the party entirely dissented from the proposal to apply Bolshevik methods of organisation to Britain, Labour when it regained power would hold out the hand of friendship to Russia.

NATIVES WELCOME THE PRINCES.

MARCHING SONGS IN BROKEN ENGLISH.

WEIRD DANCES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 30th.

During the stay of the Prince of Wales and the Duke of Gloucester in Mombassa, the town is *en fete*, and inhabitants of many races and complexion are participating in a great variety of celebrations.

The streets are gaily decorated at night-time and between the streams of motors and rickshas is a curious spectacle of closely-veiled purdah women riding pillion on motor-cycles.

While the Europeans were celebrating the royal visit at Government House, the natives held a great "Ngome" in the native quarter, where weird native music accompanied the native dances.

To-day the Princes visited the native quarter, where tribal dances were staged for their entertainment, the native women dancers wearing coloured waist-coats and long white trousers. Other dancers were weirdly painted as ghosts.

When the Princes left, the natives crowded round with wild enthusiasm and sang many songs, including several war-time soldiers' songs in broken English.

BITTER WAGE WAR IN GERMANY.

TEXTILE WORKERS LOCKED OUT.

A LENGTHY STRUGGLE.

[THROUGH REUTER'S AGENCY.]

COLOGNE, Sept. 30th.

A bitter struggle in the German textile industry is anticipated as the result of the demand of the workers for considerable wages increases.

Over 40,000 workers will be locked out to-morrow at Muenchengladbach, Rheydt, and Viersenkempen, while it is feared that the movement will spread.

The men are demanding an all-round increase of 15½ per cent. which the owners emphatically refuse to grant. Both sides appear to be very determined and unless any unforeseen development occurs, it is thought the dispute will be long drawn out.

PACIFIC ROTARY CONFERENCE.

INTERNATIONAL GATHERING AT TOKYO.

MANY ENTERTAINMENTS.

[THROUGH REUTER'S AGENCY.]

TOKYO, Oct. 1st.

Speeches emphasising the importance of personal contacts for the promotion of a good understanding between the peoples of the Pacific marked the opening of the three days' Pacific Rotary Conference, at which the Japanese Rotarians are hosts to about 150 delegates from America, Australia, China and other lands bordering the Pacific.

In addition to the business sessions an extensive programme of entertainments has been arranged, including a banquet at which Prince Kuni, father of the Empress, is expected to speak. A garden party is being given by the Premier.

FRANCE'S WISH FOR SETTLEMENT.

POINCARE ON RHINELAND PROBLEMS.

NO SCEPTICISM.

[THROUGH REUTER'S AGENCY.]

PARIS, Sept. 30th.

Diametrically opposite views on the proposals for the evacuation of the Rhineland were enunciated by two French politicians in public speeches to-day.

The opposing voice was that of the former President, M. Millerand, who, speaking at Clermont Ferrand, strongly deprecated the proposals for the acceleration of the evacuation. M. Millerand demanded to know what would happen if to-morrow the Nationalist faction in Germany became masters of the German political situation.

What guarantee, he asked, would remain to France or the Allies?

While this speech was being made M. Poincare, the Premier, was delivering a strikingly conciliatory speech at Chambery.

M. Poincare stated emphatically that France, in the agreement reached between the Allied Powers and Germany at Geneva, had not agreed to enter into negotiations with the secret intention of seeing that they were long drawn out, or with the intention of causing a breakdown.

On the contrary, the French plenipotentiaries would pursue the proposals with good grace and confidence in the final result.

Nothing would be so fatal for the work as co-operation embittered by bad temper or rendered frigid by scepticism.

VENIZELOS VISITS BRITAIN.

EXPLAINS RECENT PACT.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 30th.

M. Venizelos, the Greek Premier, arrived in London to-night from Paris.

His purpose is to see Lord Cushendun, Acting Foreign Secretary, and to explain personally the details and intention of the pact of Amity and Arbitration recently signed by Italy and Greece.

M. Venizelos is paying a short round of visits not only to Rome, Paris and London, but to the Balkan capitals, with, it is understood, the same purpose.

ITALY'S CHANGE OF KING.

FRENCH RUMOUR SCORNED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 30th.

The Duke of Apulia, who is mentioned in the startling report published by the Paris newspaper *Quotidien* as Signor Mussolini's nomination as King of Italy, when the present King Victor Emmanuel abdicates as it is alleged by the report that he intends to do, is at present honeymooning in Los Angeles.

Interview by *Reuter*, the Duke refused to credit the Paris paper's story, and described the whole thing as "plain baloney."

JAPAN AND NAVAL AGREEMENT.

NO FURTHER PRONOUNCEMENT.

PUBLICATION ADVOCATED.

[THROUGH REUTER'S AGENCY.]

TOKYO, Oct. 1st.

As it has already informally notified its views on the Anglo-French naval proposals, agreeing in principle to them, it is learned that the Japanese Government does not intend to make any further pronouncement, though it is understood that in view of the public interest the Government has approached the British and French Governments advocating publication of the text of the agreement. Apparently no reply has been received so far.

A MILITARY PUZZLE.

THE MEANING OF "BONA-FIDE" SCOTSMAN.

What constitutes a *bona-fide* Scotsman? The question has arisen in consequence of the recent telegram sent by the War Office authorities to the Aldershot Command, stating that until further notice only *bona-fide* Scotsmen are to be recruited in the Scots Guards.

In military circles the definition of a *bona-fide* Scotsman for recruiting purposes was found to be difficult, and more than once when the point was raised refuge was sought in the answer, "It is a legal question."

In order to ascertain how the new order would be interpreted at a recruiting station, the inquiry "What constitutes a *bona-fide* Scotsman?" was made at the Central London Recruiting Depôt, Whitehall. An officer there immediately replied, "A man born of Scottish parents is a *bona-fide* Scotsman, no matter where he was born."

The question was then asked whether this test would be applied to recruits for the Scots Guards and a man, if one of his parents were Scottish and the other English, be refused for the regiment.

The officer was unable to give an immediate decision on this point. An application in a case such as that referred to would, he said, not be refused, but it would be deferred for inquiry.

A solution of the problem created by the new order was next sought at the regimental headquarters of the Scots Guards, Birdcage-walk. But even there it did not appear that the question which has arisen could be easily answered. No written description of what constitutes a *bona-fide* Scotsman seemed to be available. But Captain Dudley Woollan, the regimental adjutant, gave his view on the subject, which was as follows:—"For recruiting purposes a *bona-fide* Scotsman would be a man who was born in Scotland, or a man born anywhere, whose father was a Scotsman," Captain Woollan added that a similar order had been in force before and no doubtful cases had occurred.

CHAT AFTER DEATH SHOT.

MAN READS PAPER TILL HE DIES.

PARIS.

To put a bullet through his head, sit down on the bed, read a paper, and await death were the preceding chapters to the enigmatical suicide of a Russian solicitor in Paris.

Two days before, late at night, M. Leon Rabinowitch entered an hotel in Passy and asked for a room. On being handed the usual form to fill in he declared that he was too tired for the moment to fill it in, but would do so in the morning. Next morning the porter knocked at the door of his room to ask for the form. He found the solicitor on the carpet, his face covered with blood.

M. Rabinowitch said that he had hurt himself in falling from his bed on to the corner of the chair, and got up and went back to bed. The porter rushed downstairs to inform the proprietor; on returning he found the solicitor quietly reading his paper.

The proprietor pointed to a revolver on the floor, and the Russian indicated the paper he was reading. "Yes, I have committed suicide. Read this article and you will see the reason. Now leave me alone; I await death."

A doctor was sent for, but M. Rabinowitch was dead when he arrived. The article referred to by M. Rabinowitch was about tuberculosis.

GENERAL STRIKE AVERTED?

BETTER QUEENSLAND OUTLOOK.

INTIMIDATION IN MELBOURNE.

[REUTER'S AMERICAN SERVICE.]

ADELAIDE, Sept. 30th.

The shipping strike position is much more hopeful to-day principally due to the wave of indignation everywhere at the resort to violence by the strikers.

The Government has now ordered all possessors of fire-arms to register themselves immediately under severe penalty for non-compliance.

Hotels at Port Adelaide and the surrounding districts have been ordered to close on Monday.

A message from Brisbane, however, states that the carters and drivers have decided not to support the waterside workers, and this decision is regarded as the turning-point in the threatened general upheaval in Queensland.

Office Picketed.

MELBOURNE, Oct. 1st.

There have been scuffles between police volunteers and the strikers in several parts of the city and two foreigners who were severely injured have been admitted to hospital. A large crowd of strikers assembled early in the morning outside the office from which licenses under the new act were issued, and any suspected license holder was immediately chased till he was rescued by the police.

The police have been resorting to batons to protect the volunteers and one constable has had to be admitted to hospital.

On the other hand an Adelaide mass meeting of waterside workers has decided to call off the strike and the men are now freely applying for licenses.

INDUSTRY IN AUSTRALIA.

WAGES AND COST OF PRODUCTION.

The Commonwealth Tariff Board, in its annual report, says that the high costs of production, which are one of Australia's most serious difficulties, appear to have been maintained. Australia is dependent on oversea markets, where the declining costs of production have increased the handicap.

The tariff wall, adds the report, is markedly rising. In 1908 there were only eight items with *ad valorem* duties of 40 per cent. or more. In the present tariff there are 259 such items. In the manufacturing industries much of the high cost of production is due to over capitalization, high wages, short hours, and restriction of output. Requests for increased wages and better conditions of labour are not always based on a sound principle. There is an apparent need for co-operation between the authorities fixing wages and those fixing the farmers' tariff. No doubt the tariff also has some influence on the high cost of production by making possible the maintenance of a high standard of living.

The coal industry is an example of industries unprotected by Customs duties which, nevertheless, reflect unusually high production costs. Its position is lamentable. In 13 years the price has risen from 11s. to 24s. a ton, and exports have diminished in the ratio of 21 to 8. The effect of the high price of coal on the cost of production in other industries cannot be overlooked. Another contributing cause is the high freights on the Australian coast. Many manufacturers produce commodities at a reasonable cost, but the charges for distribution make the selling prices unreasonably high.

The maintenance of high costs of production and distribution is alarming and demands co-operative effort to discover a remedy. Productivity must be the basis of all wages. If the joint efforts of employees fail, it is worthy of consideration whether the Government should not fix the general maximum limit of tariff assistance which it is economically sound to give any industry, leaving the employers and employees to adjust the costs of production to a basis which allows successful competition with imported goods. Unless the costs of production can be reduced there is no alternative but to reduce the standard of living, which would be highly undesirable.

GOLF NOTES.

[By H.H.H.]

Saturday was far from an ideal day for golf, but, considering the conditions, quite a number went out to Fanling and played bravely round in the torrential rain which fell all through the afternoon. The only thing which made this possible was the amazing power of recovery which the Old Course possesses, for many of the greens were under water at times, but they became playable again as soon as the rain moderated for a few minutes. Naturally it was not particularly pleasant to play in such conditions, and scores became immense, but there can be very few courses where play would have been possible at all under such circumstances.

* * *

But if the rain spoilt Saturday's golf, it at least made conditions nearly perfect for the following day. Of course, shots did not go a prodigious distance for the air was heavy and the fairways very damp, but the greens were easy-paced and very true, and in spite of their thorough soaking quite lively to pitch on. As a result the bad shot was never "as good as a better," as it quite often is when the course gets really hard, and one had to be playing really well to get the right figures.

All our interport players were out on Sunday, putting in a final bit of practice before leaving for Shanghai on Wednesday. The visit will be a leisurely one, a great advantage apart from the prosaic calls of business, as the team will be able to get some experience of playing together before the match. They should be on the course by Saturday, which gives them four days' practice before the interport begins. From then on even the greatest glutton for golf should have his fill, for there are 72 holes of Interport golf to be played, and then after one day's rest, the 72 holes of the China Championship. That is a fairly full programme even for friendly games, and with the added strain of competitive play the test will be pretty severe. I believe that all our players have entered for the Championship. The order of play in the interport match and the grouping for the foursomes will not definitely be decided until after the arrival of the team in Shanghai.

* * *

The Autumn meeting which takes place at Fanling over the coming week-end should be well patronised if only the weather is not too unkind. Already, even on a bad week-end, the course is fairly full, and quite a number are playing over the New Course as well, while Sunday starting times make quite a formidable list. In addition competitions though anathema to the few are a sure bait for most people, with perhaps the exception of the medal round: certainly, and for sufficiently obvious reasons, a bogey competition always draws more than its fair share of the entries when these two are running together. Actually I suppose a medal round is the finest test of intelligent golf there is, but it calls for rather more disciplined play than one is quite willing to attempt. Bogey play necessitates the do or die recovery at many times, and the worst that can happen as a result is one hole lost, but it is very rarely that the super shot is worth attempting in stroke play if it can be converted into two safe ones. It is a perfectly natural tendency for anyone to try difficult shots, just to see what happens, especially when, as in bogey play, one knows the penalty of failure. In stroke play the penalty may be anything and the realisation is bound to affect confidence to some extent. From the point of view of getting the largest number of entries the committee were certainly wise to arrange that the St. John of Jerusalem Trophy, which is running continuously all through this month, should be played for against bogey.

* * *

There is a comforting feeling in being at the beginning of a new golf year, with a full programme of matches, competitions and cups on the list of future events. Whether one actually plays in them or not, the judging of the form of competitors and their actual performance on the day can always give one a certain amount of amusement. Even he who writes on golf is occasionally grateful that something has happened to set the text, and the full list of fixtures from November onwards is a very welcome sight.

H.K. GARRISON FOOTBALL LEAGUE.

LAST WEEK'S RESULTS.

D Co., 1st Queen's, 2; C Co., 2nd K.O.S.B., 5.
C Co., 1st Queen's, 2; A Co., 2nd K.O.S.B., 5.
B Co., 1st Queen's, 1; 31st Heavy Battery, R.A., 4.

Matches For This Week.

To-day:—R.A.M.C. v. B Co., 1st Queens. Referee: Pte. Hart, 2nd K.O.S.B.
Thursday:—C Co., 1st Queen's v. 31st Heavy Battery, R.A. Referee: Pte. Crafts, 1st Queen's.

Table Table (Up to 1st October).

	P.	W.	L.	D.	F.	A.	P.
A Co., 2nd K.O.S.B.	2	2	0	0	7	3	4
H.Q. Wing, 1st Queen's	2	2	0	0	7	4	4
M.G. Co., 1st Queen's	2	1	0	1	18	3	3
B Co., 1st Queen's	2	1	1	0	15	4	2
31st H. Bty., R.A.	1	1	0	0	4	1	2
H.Q. Wing, 2nd K.O.S.B.	1	1	0	0	4	1	2
C Co., 1st Queen's	2	1	1	0	7	6	2
C Co., 2nd K.O.S.B.	2	1	1	0	6	7	2
M.G. Co., 2nd K.O.S.B.	1	0	0	1	3	3	1
R.A.M.C.	1	0	1	0	3	4	0
12th H. Bty., R.A.	2	0	2	0	2	5	0
D Co., 1st Queen's	2	0	2	0	3	7	0
20th H. Bty., R.A.	1	0	1	0	0	8	0
R.E. & R. Signals	1	0	1	0	0	14	0
R.A.O.C.	1	0	1	0	0	15	0
B Co., 2nd K.O.S.B.	0	0	0	0	0	0	0

HOCKEY.

Y.M.C.A. v. CLUB DE RECREIO.

This game takes place to-day at 5.15 p.m., at King's Park, Kowloon.

Club de Recreio:—H. A. Barros, R. Roberts, A. A. Remedios, C. Basto, J. E. Noronha (captain), A. A. R. Botelho, D. P. Xavier, C. F. Remedios, C. R. Pereira, C. d'Almada e Castro, and D. F. Lopes.

POLITICAL COMMUNITY SINGING.

TORY ELECTION BALLADS.

The Conservative Party in England, with an eye to next year's general election, have officially adopted community singing.

Mr. T. P. Ratcliff, who has led many singing festivals, has been appointed conductor-in-chief of the movement. Song sheets have been issued.

These song-sheets contain thirty-two traditional songs which every community singer knows well. In most cases the old words of the song are printed. One or two, however, have new words set to the familiar tunes.

For example, "John Brown's Body" (Conservative version) ends with the following stanza:—

Hurrah! for Austen Chamberlain,
Hurrah! for Joynson-Hicks,
Three cheers for Winston Churchill
All our Party's politics.
Hurrah! again for these fine men,
Our country's golden bricks,
Who with Baldwin go marching on.

Emphasis, it will be noticed, is placed in the rhythm of the chorus on the expresion "Rah!"

"Mademoiselle From Armentieres" become "Mademoiselle of 1928." Here are two verses:—

Mademoiselle and all you dears -
Parley vous,
Haven't had a vote for twenty years
Parley vous,
She's twenty-one and now you see,
She has a vote like you and me,
Inky, pinky, parley vous.

Mr. Baldwin thought it time
Parley vous,
To bring the ladies into line
Parley vous,
Along with the men an equal vote
If only to stop the Socialist's dope,
Inky, pinky, parley vous.

The question of equal franchise has also inspired a parody of "Here's to the Maiden of Bashful Fifteen." It is called "Girls of the Baldwin Brigade," and begins:—

Here's to the maiden of sweet 21
And here's to the matron of 30.
Here's to the widow of young 45
And here's to the flapper of 60.
Chorus—
Give them the vote! Give them the vote!
And I'll warrant they'll vote right and Tory.

An extra chorus in honour of the Prime Minister has been added to "The Old Brigade." Conservatives are exhorted in the following terms:

Then march along we'll fight and win for Baldwin,
March along a notable fight we'll make;
March, march along, sturdy and strong,
The boys of the Young Brigade.

EUROPEAN Y.M.C.A. ACTIVITIES.

PROGRAMME FOR OCTOBER.

The European Y.M.C.A. has issued a very handy leaflet setting out its programme for the current month. Members are asked to give the events their support—the success of the arrangements depending upon what each individual is able to do to help.

Hockey.

The Hockey fixtures are as follow:—

1ST XI.

Oct. 2nd.—Club de Recreio.
" 9th.—Queen's II.
" 16th.—University.
" 22nd.—H.K. Club II.
" 30th.—H.K.S.R.A. II.

2ND XI.

Oct. 4th.—University.
" 12th.—H.K. Club "A."
" 18th.—Club de Recreio II.
" 25th.—Queen's "A."

Basket Ball.

General practice on Mondays: practice matches on Wednesdays and Fridays.

Tennis Club.

General meeting on October 9th, at 9 p.m.

Mixed American Tournament on Saturday, October 27th, commencing at 2.30.

The Quiet Hour.

The Association Meeting every Sunday at 9 p.m. Oct. 7th and 14th, Speaker: Mr. W. H. Smith; Oct. 21st, Speaker: Mr. P. Sands; Oct. 28th, Speaker: Mr. H. A. Wilbur.

Literary And Debating Club.

First Debate of the Season.—Thursday, Oct. 25th, at 9 p.m. Subject: Life at Home or in Hong Kong?

Whist Drive.

On Thursday, Oct. 19th, at 9 p.m. Tickets: $1. Open to lady and gentlemen friends.

Billiards.

Thursday, Oct. 11th, at 9 p.m. Match with the Chinese Y.M.C.A.

The first Ladies' Night will be held on Thursday, Nov. 1st.

SMIRKE LOSES HIS LICENCE.

NO EFFORT TO START HORSE LEFT AT POST.

The riding licence of C. Smirke, the jockey, has been withdrawn by the Stewards of the Jockey Club.

Smirke's mount, Welcome Gift, an 11 to 4 on favourite for the Home-Bred Two-Year-Old Plate at Gatwick, was left at the post and took no part in the race. The local stewards suspended Smirke for the rest of the meeting and reported him to the stewards of the Jockey Club.

The case was considered in London by the stewards of the Jockey Club, Lord Ellesmere, Lord Hamilton of Dalzell, and Lord Dalmeny, who after hearing statements from Smirke, Captain H. Allison, the starter; Mr. W. Nightingall, the trainer of Welcome Gift; and K. Robertson, the jockey who rode Battle Scene filly in the race, "were of the opinion that Smirke made no effort to start his horse, and withdrew his licence."

It is laid down in the Rules of Racing that a jockey whose licence has been withdrawn on the ground of misconduct may not ride in trials during his suspension or enter any weighing-room, stand, or enclosure.

C. Smirke, who is 21, made his mark while still an apprentice. In 1922 he rode his first winner and finished the season with 39 wins.

The following year he had 56 successes, and in 1924 had 73 winners.

In 1926 he signed a retainer to ride as first jockey for H.H. the Aga Khan, and he was attached to the Whatcombe stable for two seasons.

In March this year he married Miss Alice Hyams, a daughter of the Epsom trainer and sister of Mrs. Duller, the wife of the cross-country jockey.

A RENEGADE.

I know of a man who has abandoned his car in favour of motor-coaches for his week-end runs. He says that what with heavy taxation, insurance and garage charges, the great depreciation of a new car and the strain of avoiding disaster at the hands of careless people in other cars, he finds his new idea much more restful and economical.

This summer he has spent every week-end on these tours, which have taken him many hundreds of miles to coast resorts and beauty spots, and he calculates that compared with the upkeep of a car he will end the season considerably in pocket.

I may add that this "renegade" is a bachelor. A family man would find himself presented with a very different balance sheet!—"Focus" in *The Light Car and Cyclecar*.

"PITCAIRN CALLING!"

TRANSMITTER FOR LONELY ISLANDERS.

CRYSTAL SETS.

A Marconi wireless transmitter has been shipped from London to Pitcairn Island, probably the world's loneliest island settlement.

The transmitter is being presented to the islanders by the Marconi International Marine Communication Company to enable them to communicate with passing ships in mid-Pacific, their only link with the outside world.

For over 130 years, from the foundation of the little colony by a group of mutineers who were marooned there in 1790 under the leadership of John Adams, until recently, the islanders have had to watch day after day the ships sail or steam past their home without having any means of communication except on the rare occasions when some friendly or storm-buffetted vessel halted for a short time. With the coming of wireless, and its general adoption on ocean-going vessels, some of the enterprising islanders saw a means of breaking down their extreme isolation. A little group of Pitcairn men began laboriously to learn the Morse code, picking it up from books with the aid of Morse keys and buzzers lent or given to them by the Marconi operators aboard the ships that called.

In Touch With The World.

In 1921 they obtained a simple crystal receiver, with which they were able to pick up from passing ships messages of greeting and news of the world's happenings and information in advance from the few ships that called from time to time with mails and supplies. A further stride forward in the wireless history of the island was made in 1926, when they were given a Marconi Type 31 ship's crystal receiver. With an aerial 180 feet long supported in the middle by a single mast 70 feet high, they have obtained excellent results with this set, and on one occasion they received messages over a distance of 400 miles from a ship approaching on the side of the island which is screened by a large hill.

The success and utility of these results led the islanders to desire a means of sending messages to ships as well as receiving. In order to do this it was necessary for one of their number to qualify as a wireless operator, and Mr. McCoy, one of Pitcairn's leading wireless enthusiasts, set out on the 3,000 miles journey to New Zealand, the nearest point of civilisation where he could study and sit for his examination.

When he left New Zealand, after passing his examination, Mr. McCoy decided to come to London in order, as he said, "to see the town and the Marconi Works." On his visit to the latter he was presented with a ship's transmitter of ¼k.w. power for the benefit of the islanders. This was shipped to Pitcairn on the *Ruahine*. It will enable the islanders to communicate with ships anywhere in the vicinity of Pitcairn and it will also be possible, in case of necessity, for wireless messages from the island to be relayed to New Zealand or America.

The inhabitants of Pitcairn number about 200, and among the few "outsiders" living there is an American engineer, who possesses a stationary petrol engine that will probably be used to provide the power for the transmitter.

LESSON SERMON.

FIRST CHURCH OF CHRIST, SCIENTIST, HONG KONG.

"Christian Science" was the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, September 30th.

The Golden Text was from Isaiah 52: 7, "How beautiful upon the mountains are the feet of him that bringeth good tidings, that publisheth peace; that bringeth good tidings of good, that publisheth salvation; that saith unto Zion, Thy God reigneth!"

Among the citations which comprised the Lesson-Sermon was the following from the Bible:—"And when he had called unto him his twelve disciples, he gave them power against unclean spirits, to cast them out, and to heal all manner of sickness and all manner of disease. These twelve Jesus sent forth, and commanded them, saying, . . . And as ye go, preach, saying. The Kingdom of Heaven is at hand. Heal the sick, cleanse the lepers, raise the dead, cast out devils: freely ye have received, freely give." (Matt 10, 1, 5, 7, 8).

The Lesson-Sermon also included the following passages from the Christian Science text book, "Science and Health with Key to the Scriptures," by Mary Baker Eddy: "To-day the healing power of Truth is widely demonstrated as an immanent, eternal Science, instead of a phenomenal exhibition. Its appearing is the coming anew of the gospel of 'on earth peace, good will toward men.' Now, as then, signs and wonders are wrought in the metaphysical healing of physical disease; but these signs are only to demonstrate its divine origin,—to attest the higher mission of the Christ-power to take away the sins of the world." (P. 150).



Cuticura Helps to Retain The Freshness of Youth

How lovely the natural skin, kept clear, fresh and healthy by daily use of Cuticura Soap assisted, now and then, by touches of the Ointment to soothe and heal the first signs of redness or irritation.

Soap, Ointment, Talcum sold throughout the world. British Depot: 7, Newbery & Sons, Ltd., 27, Charter-hse. Sq., London, E.C.1.

Try the Cuticura Shaving Stick.

AERO-DYNAMICS IN THE SCHOOLS.

A BERLIN EXPERIMENT.

The introduction of photography as a class subject in several Berlin State schools takes place at the same time as a detailed course of aero-dynamics and practical construction of model aeroplanes in the two highest classes of the secondary boys' colleges. Much appears to depend as yet on the individual attitude of the head master, who, though considered a Civil Servant, has almost unlimited scope within the limits of his own jurisdiction.

The plea for teaching children the ins and outs of photography at an early age is of universal appeal; it is a natural sequence to elementary science teaching. Germans believe in photography as a most important branch of the new form of illustration that is finding its expression in lessons with an accompaniment of cinema films or in news transmitted by wireless pictures.

The argument that every adult should be able to take good photographs, based on an accurate knowledge of how and why the camera will react at the given moment and save spoiled plates, seems a telling one.

Schoolboys' experimenting with their own gliders may be seen on the outskirts of Berlin in a neighbourhood where there is a slight elevation of the very flat surroundings of a city containing nothing that could be called even the merest incline, not to say hill. These moments are reserved for half-holidays. In spite of the very best efforts on the part of republican education reformers compulsory sport is still a thing of the future. The reason is simple—there are not sufficient green spaces in the average German town for games to be played on, and with land constantly increasing in value it appears likely that there never will be.



CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "LAHORE."

ARRIVED HONG KONG ON 30TH SEPTEMBER, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 20th October, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 1st Oct., 1928. [6785.

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, RANGOON PENANG AND SINGAPORE.

THE Steamship "TALMA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as Goods are landed.

Goods not cleared by 8th October, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M., Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO.

Hong Kong, 1st Oct., 1928. [6784

ON SALE.

BOUND VOLUMES of the *HONG KONG WEEKLY PRESS*, January to June, 1928.

WITH INDEX, PRICE—$7.50.

On Sale at the HONG KONG DAILY PRESS OFFICE.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "KHIVA."

ARRIVED HONG KONG ON 28TH SEPTEMBER, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 18th October, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 28th Sept., 1928. [6768

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Vessel "MERIONES" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 29th September.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 5th October, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 19th October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

29th Sept., 1928. [6773

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM U.S.A.

THE Motor Vessel "BIRCHBANK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 4th October, 1928, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before 11th October, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 4th October, 1928, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD., General Agents.

Hong Kong, 28th Sept., 1928. [6772

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE & SINGAPORE.

THE Steamship "CITY OF GLASGOW" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th October, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 12th October, 1928, or they will not be recognized.

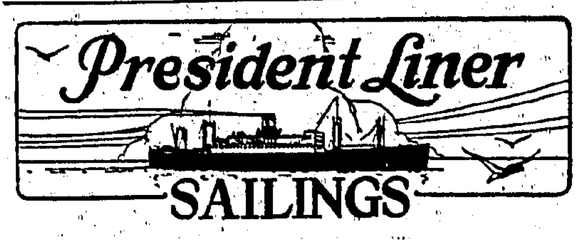
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the Hours of 10.30 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD., General Agents.

Hong Kong, 28th Sept., 1928. [6771



SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays.

Pres. Cleveland		Tuesday, Oct. 9th
Pres. Pierce		Tuesday, Oct. 23rd
Pres. Taft		Tuesday, Nov. 6th
Pres. Jefferson		Tuesday, Nov. 20th

To Seattle and Victoria
The Short, Straight Route to America
Fortnightly sailings on Tuesdays.

Pres. Lincoln	...	...Tuesday, Oct. 2nd, 10 a.m.
Pres. Madison	...	... Tuesday, Oct. 16th
Pres. Jackson	...	... Tuesday, Oct. 30th
Pres. McKinley	...	... Tuesday, Nov. 13th

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

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ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria Naples, Genoa, Marseilles, New York and Boston.

Pres. Hayes ...	Sun., Oct. 7, 8 a.m.	Pres. Harrison ...	Sun., Dec. 2, 8 a.m.
Pres. Polk ...	Sun., Oct. 21, 8 a.m.	Pres. Monroe	Sun., Dec. 16, 8 a.m.
Pres. Adams ...	Sun., Nov. 4, 8 a.m.	Pres. Wilson	Sun., Dec. 30, 8 a.m.
Pres. Garfield ...	Sun., Nov. 18, 8 a.m.	Pres. Van Buren	Sun., Jan. 13, 8 a.m.

To Manila

Pres. Madison ...	Oct. 9th, 6 p.m.	Pres. McKinley ...	Nov. 6th, 6 p.m.
Pres. Pierce ...	Oct. 13th, 6 p.m.	Pres. Jefferson ...	Nov. 10th, 6 p.m.
Pres. Jackson ...	Oct. 23rd, 6 p.m.	Pres. Grant ...	Nov. 20th, 6 p.m.
Pres. Taft ...	Oct. 27th, 6 p.m.	Pres. Lincoln	Nov. 24th, 6 p.m.

For Bookings, Passenger and Freight Information apply to
PEDDER BUILDING, Ground Floor.
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American Mail Line and Dollar Steamship Line

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "CHILE"
loading on or about
15th October
For
PORT SAID, HAVRE, ANTWERP, ROTTERDAM, AMSTERDAM, BREMEN, HAMBURG, COPENHAGEN
AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:—	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Afrika" ...	—	6th Nov.
M.S. "Malaya" ...	24th Oct.	3rd Dec.
M.S. "Siam" ...	2nd Dec.	11th Jan., 1929
M.S. "Danmark" ...	30th Dec.	4th Feb., "

Optional Bills of Lading issued to United Kingdom Ports.
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
Telephone C. 4072. Agents. [14

CONSIGNEE NOTICES.

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "ERMLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th October, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 3rd October, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 17th October, 1928, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO.
Agents.
Hong Kong, 28th Sept., 1928. [6770

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS & PHILIPPINES.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONG KONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves *Delivery* may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th October, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd October, 1928, at 10 A.M., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., LTD.,
Agents.
Hong Kong, 26th Sept., 1928. [6768

THE POPE AND THE VATICAN.

FASCISM AND THE PONTIFF.

At frequent intervals one reads that Pope Piux XI. will shortly leave the Vatican, thus putting an end to that voluntary imprisonment which the Pontiffs have observed ever since they lost temporal power in 1870. The latest form in which this sensational piece of news has been dressed is that His Holiness suffers so severely from the intense heat and derives so little benefit from his daily walks and drives in the low-lying Vatican gardens, that his medical advisers have told him that "another summer passed in his present surroundings may cause serious injury."

Two facts emerge from this almost periodical reappearance of the "hardy annual" of Roman journalistic copy. One is that it be traced either to foreign sources or to non-Clerical news agencies. The *Osservatore Romano*, that venerable journal which has for many years been the official organ of the Vatican, and never issues any important statement connected with the Pontiff without consulting him, and even submitting the text for his approval, holds aloof. It is remarkably silent about the Pope's health, except when it denies unusually absurd rumours. It ignores the constant solicitude shown by contemporary journals and suggestions that the Pope might very well drive incognito to Castel Gandolfo, an ancient papal summer residence on Lake Albano, without relinquishing his protest against the loss of temporal power.

Prestige For The State.

The other fact is that the Vatican is well aware that a change of residence for the Pope would benefit the Secular Government; that it would enable the lay Press to say to Roman Catholics throughout the world, "Look! Only the Fascist regime has made it possible for the Pope to breathe fresh air without giving up any of his claims." And later, when, or if, as the Fascists hope, the Castel Gandolfo journey had served as a prelude to successful negotiations for a settlement of the Roman Question, the regime would truly say that it had achieved that which all its predecessors had deemed impossible. In plain English, all the prestige would be for the State, and the Holy See would risk falling into a false position.

There are no signs that the Church wishes to hurry on its eventual reconciliation with the Italian State; there are some signs that several members of the College of Cardinals thinks it would be disastrous to the Holy See's prestige abroad if the Pontiffs did leave the Vatican, unless, of course, territory were restored and complete independence of postal and telegraphic communication guaranteed, thereby rendering the Pontiffs quite independent of that State within whose boundaries they have their own property. Moreover, the Holy See has never, throughout its long history, been in a hurry to settle those manifold problems which have arisen from various sources.

Never In A Hurry.

The State, being several centuries younger, is more hurried; from time to time it sends off some *ballon d' essai;* and, in most cases, the Vatican draws back almost at once. And, curiously enough, His Holiness, whom the lay newspapers reported as having said he could no longer take the air in his garden "because the tropical air took his breath away," immediately resumed his daily walk, from 6 to 7 in the afternoon.

"But next summer?" ask the laymen. Who can tell? It may be cooler. Or, some wealthy and devout Catholic, and there are many, may offer to His Holiness some land near enough to the Vatican gardens to make direct communication therewith easy, and high enough to catch the breeze that blows across the marshes from the sea on the hottest afternoon. And here a summer villa could be built, furnished with all those modern improvements which the papal apartments, according to the lay newspapers, sadly lack. And His Holiness could drive through the new gardens and the old to the Vatican for audiences and drive up the hill when they were over. And there would be no question of his leaving his own territory, or being hurried over negotiations for a settlement of the Roman question.

Castel Gandolfo is not the only solution; and the Holy See is never in a hurry.

THE VESSEL THAT VANISHED.

CREW OF THIRTEEN.

A Board of Trade inquiry was opened at Newcastle last month into the loss with all hands of the s.s. *Emlynmor*, which left Middlesbrough with a cargo weighing 61b tons on October 22nd last, and after being sighted off Dungeness was never seen or heard of again.

"She completely vanished," said Mr. W. S. Burton for the Board of Trade, "and no wreckage, no boat, no lifebuoy came ashore to give a clue." The vessel was built as a gunboat, but the War finished before she was completed, and she passed into private owners' hands, being converted for coaling and Continental trade. At the time of her loss she was owned by the Emlyn Line, Limited, of Cardiff.

A representative of the builders gave evidence that after being built as a gunboat the vessel was converted into a mine-sweeper. She had 18 to 20 tons of permanent cement ballast put in to give an easier trim and seaworthiness and to balance the forward gun and increase stability when firing broadside. Other evidence related to the conversion of the boat into a cargo vessel. It was stated that the strength of the ship was not altered, though the distribution of the weight would be altered.

John Emlyn Jones, of Cardiff, managing owner of the Emlyn Line, said that he valued the vessel at the time of the loss at £5,000. The company paid £28,500 for her in 1921. At the time of the loss insurances totalled £13,376. Her crew consisted of 13 hands; all were lost. This number included Capt. Butler, who succeeded Capt. Morris, who died on board the vessel in 1927. There were 18 life belts and three life boats on board. Both captains had spoken of the vessel's good behaviour in heavy weather. Every compulsory requirement was complied with. The only explanation the witness could offer for the loss was the terrific storm which raged around Great Britain from October 24th onwards for several days and caused several casualties. He believed the *Emlymmor* must have been swamped before she could reach haven.

The inquiry was adjourned.

A SHAKESPEARE LINK.

HISTORIC FARM FOR USE OF THE PUBLIC.

Stratford-on-Avon has gained a new attraction by the opening to the public of Hathaway Farm, Shottery, next to Anne Hathaway's cottage.

The farm recently changed hands, and has been restored to its original condition by the new owner, who has converted a lofty old barn for use as a café, and stable, saddle and corn rooms for use as a library and museum.

(*Continued on next Column*).

The farm now appears very much as it was when Shakespeare came to Shottery to see Anne Hathaway. Probably he was a frequent visitor here, for the Burmans, who then occupied the farm, and the Hathaways were intimate friends.

Two of the sureties to the marriage bond of William Shakespeare and Anne Hathaway were Foulke Sandells and John Richardson, whose sons married Anna and Elizabeth Burman, daughters of Thomas Burman, then the occupier of the farm.

Built of blue-grey stone, and having a three-gabled front, two courtyards, and elaborately timbered outbuildings, the farm is as fine an example of an English mediæval homestead as could be found.

It is evident that it once controlled a very extensive area, and provided all its own requirements, the making of wool being the most profitable pursuit, and one which was principally responsible for the affluence which made such beautiful homesteads possible.

There is a maypole, dancing-green, and skittle-alley within the farm grounds, and it is probable that open-air plays will be given there next summer.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Oct. 1st.

	Previous Day at 9 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.82	29.91	29.86
Temperature	78	73	83
Humidity ...	79	82	62
Wind—			
Direction	ENE	N	N
Force ...	3	1	1
Weather ...	C	C	C
Rain	0.49	0.00	0.16

Highest open-air Temperature, 30th: 78
Lowest open-air Temperature, 1st: 72

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From October 2nd to 8th, 1928.

Days of Week.	Date of Month.	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	2	m 11 19	6 7	m 4 53	1 7
		11 0 a	7 3	5 3 a	3 0
Wed.	3	m 0 22	6 0	m 5 46	1 7
		11 40 a	7 4	6 34 a	3 6
Thur.	4	1 38 a	5 3	m 6 48	1 8
				5 59 a	4 1
Fri.	5	m 0 24	7 4	m 8 3	2 0
		3 24 a	4 8	6 9 a	4 5
Sat.	6	m 1 13	7 3	m 9 31	2 1
		No infer. high		nor low	wat.
Sun.	7	m 2 27	7 1	m 11 9	2 1
		No infer. high		nor low	wat.
Mon.	8	m 4 4	6 9	0 19 a	1 9
		8 21 a	5 3	11 1 a	5 1

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

M.V. "TORONTO" Sails Noon 20th Oct.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE for BRINDISI, VENICE AND TRIESTE (FIUME). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ...	£72.10.0.
LONDON	£80. 0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

From Hong Kong.

M.V. "VIMINALE"	Sails on/or about 11th Oct.
M.V. "ESQUILINO"	Sails on/or about 8th Nov.
M.V. "ROMOLO"	Sails on/or about 6th Dec.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "REMO"	Sails on/or about 16th Oct.
M.V. "VIMINALE"	Sails on/or about 13th Nov.
M.V. "ESQUILINO"	Sails on/or about 11th Dec.

NATAL LINE OF STEAMERS

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Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

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Telephone: Central 1330. Agents.



QUICKEST SAILING TO JAVA

REGULAR WEEKLY SERVICE FROM HONG KONG TO JAVA
REGULAR FORTNIGHTLY SERVICE FROM HONG KONG TO MANILA

SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE WEDNESDAY	FOR
TJIKEMBANG	S'HAI., K'LUNG. & AMOY	In Harbour	3rd Oct., 4 p.m.	BATAVIA
TJILEBOET ...	DAINY, AMOY	8th Oct.	10th Oct., 4 p.m.	MAKASSER & SOERABAIA
TJIKARANG ...	S'HAI., K'LUNG. & AMOY	15th Oct.	17th Oct., 4 p.m.	BATAVIA
TJIKINI ...	DAINY, AMOY	22nd Oct.	24th Oct., 4 p.m.	MAKASSER & SOERABAIA
TJISAROEA ...	S'HAI., K'LUNG. & AMOY	29th Oct.	31st Oct., 4 p.m.	BATAVIA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK ...	JAVA, MAKASSER	5th Oct.	8th Oct.	AMOY, N. CHINA
TJISAROEA ...	BATAVIA	10th Oct.	13th Oct.	AMOY, SHANGHAI, KEELUNG
TJISALAK ...	JAVA, MAKASSER	19th Oct.	22nd Oct.	AMOY, N. CHINA
TJISONDARI ...	BATAVIA	24th Oct.	26th Oct.	AMOY, SHANGHAI, KEELUNG

TO MANILA.

STEAMERS	FROM HONG KONG	AT MANILA
TJILEBOET ...	10th October, 4 p.m.	13th October
TJIMANOEK	7th November, 4 p.m.	10th November

EXCURSIONS TO JAVA

The regular service of the Java-China-Japan-Lijn steamers from Hong Kong to Java, and vice-versa, offers a splendid opportunity for excursions to Java (the Pearl of the East) and to other parts of the Dutch East Indies.

Famous for craters and volcanoes, delightful scenery, invigorating mountain resorts, excellent sporting facilities.

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COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

M.V. "BURGENLAND" ...	due here on or about the 11th Oct.
M.V. "RUHR"	due here on or about the 28th Oct.
S.S. "SACHSEN"	due here on or about the 11th Nov.
M.V. "DUISBURG"	due here on or about the 23rd Nov.
S.S. "OLDENBURG"	due here on or about the 9th Dec.
S.S. "SAARLAND"	due here on or about the 21st Dec.

HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg via Manila, Singapore, Colombo & Port Said:—

S.S. "CARL LEGIEN" ...	sailing from here on or about the 9th Oct.
‡M.V. "LEVERKUSEN" ...	sailing from here on or about the 18th Oct.
‡M.V. "ERMLAND" ...	sailing from here on or about the 30th Oct.
M.V. "BURGENLAND" ...	sailing from here on or about the 13th Nov.
M.V. "RUHR"	sailing from here on or about the 27th Nov.
S.S. "SACHSEN" ...	sailing from here on or about the 11th Dec.

‡ Calling also at Marseilles.

For Freight, Passage and further Particulars please apply to
JEBSEN & CO.,
12, Pedder Street. Tel. C. 2225
Tel. C. 1751.

CHINA NAVIGATION
COMPANY, LIMITED.

Hoihow & Bangkok ...	"CHINHUA"	On 2nd Oct.,	10 a.m.
Amoy, Shanghai & Tsingtao ...	"SOOCHOW"...	On 2nd Oct.,	6 p.m.
Shanghai, Newchwang & Dalny ...	"YINGCHOW"	On 2nd Oct.,	6 p.m.
Shanghai ...	"YUNNAN" ...	On 3rd Oct.,	5 p.m.
Shanghai ...	"LINAN" ...	On 4th Oct.,	6 p.m.
Weihaiwei, Chefoo & Tientsin ...	"KUEICHOW"	On 6th Oct.,	4 p.m.
Shanghai & Tsingtao ...	"SUNNING" ...	On 7th Oct.,	6 a.m.
Swatow & Bangkok ...	"KALGAN" ...	On 7th Oct.,	2 p.m.
Amoy, Swatow & Singapore ...	"ANKING" ...	On 8th Oct.,	6 a.m.
Amoy, Shanghai & Tsingtao ...	"SUIYANG" ...	On 9th Oct.,	6 p.m.
Shanghai ...	"HUPEH" ...	On 10th Oct.,	6 p.m.
Hoihow, Pakhoi & Haiphong ...	"TEAN" ...	On 11th Oct.,	10 a.m.
Shanghai ...	"CHENAN" ...	On 11th Oct.,	6 p.m.
Shanghai & Tsingtao ...	"SHANTUNG"	On 14th Oct.,	6 a.m.
Swatow & Bangkok ...	"KWANGCHOW"	On 14th Oct.,	2 p.m.
Amoy, Swatow & Singapore ...	"ANHUI" ...	On 15th Oct.,	6 a.m.
Amoy, Shanghai & Tsingtao ...	"SINKIANG"	On 16th Oct.,	6 p.m.
Weihaiwei, Chefoo & Tientsin ...	"HUICHOW" ...	On 18th Oct.,	4 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to:- BUTTERFIELD & SWIRE.
Telephone Central 36. Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE PRICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE, LIMITED.
"CHANGTE" & "TAIPING"
THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG to SYDNEY—19 DAYS.

Steamer	Due Hong Kong	Due to Sail
*CHANGTE	9th October	16th October
TAIPING	6th November	13th November
CHANGTE	7th December	14th December
TAIPING	4th January, 1929	11th January, 1929

* Will call at Iloilo.

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Telephone: Central 36. Agents. [6

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JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
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AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s.	"CITY OF WELLINGTON"	Via Suez Canal	5th October
s.s.	"AGAPENOR"	Via Suez Canal	17th October
s.s.	"CITY OF KHIOS"	Via Suez Canal	26th October
s.s.	"PYRRHUS"	Via Suez Canal	16th November
s.s.	"CITY OF PERTH"	Via Suez Canal	30th November

Steamers proceed via Suez Canal or Panama Canal at Owners' option
Subject to Change without Notice.

For Freight and Particulars, apply to—
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HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON. [21

PRINCE LINE
IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
AND
NEW YORK

M.V. "JAPANESE PRINCE" 14th October
M.V. "CHINESE PRINCE" 8th November

For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.
Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince King's Building. [19

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS
Sailings from HONG KONG:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

D'ARTAGNAN ...	9th Oct.
SPHINX	23rd Oct.
G. METZINGER ...	6th Nov.
PAUL LECAT ...	20th Nov.
ANDRE LEBON ...	4th Dec.
CHENONCEAUX ...	18th Dec.
PORTHOS	1st Jan., 1929
ATHOS II	15th Jan., "
D'ARTAGNAN ...	29th Jan., "

To Yokohama via Shanghai and Kobe.

G. METZINGER ...	9th Oct.
PAUL LECAT ...	23rd Oct.
ANDRE LEBON ...	7th Nov.
CHENONCEAUX ...	21st Nov.
PORTHOS	5th Dec.
ATHOS II	19th Dec.
D'ARTAGNAN ...	2nd Jan., 1929
SPHINX ...	16th Jan., "
G. METZINGER ...	30th Jan., "

We can issue Through Tickets to EGYPT, SYRIAN PORTS, EAST AFRICA, MADAGASCAR by Transhipment on our Mail Steamers at PORT-SAID, or DJIBOUTI.

COMMERCIAL LINE
For DUNKIRK via PORT-SAID, OBAN, CASSABLANCA, HAMBURG, ROTTERDAM, (ANTWERP):

For Full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES
Telephones: C. 651 and 740. 3, QUEEN'S BUILDING. [2

Shipping News
Arrivals and Departures, etc.

ARRIVALS.

September 30th.

Baron Belhaven, British str., 3,920 tons, Capt. T. Barllei, from Pechalonger, which port she left on September 22nd, with a general cargo, lying at buoy No. A8.—J.C.J.L.

Lushan Maru, Japanese str., 1,507 tons, Capt. T. Yasukawa, from Canton, lying at buoy No. C16.—N.Y.K.

Tjikembang, Dutch str., 5,028 tons, Capt. T. P. Schattenburg, from Amoy, with a general cargo, lying at buoy No. A28.—J.C.J.L.

Yunnan, British str., 1,206 tons, Capt. W. E. Peploe, from Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

October 1st.

Japan, Swedish str., 3,282 tons, Capt. O. A. Clenins, from Shanghai, which port she left on September 28th, with a general cargo, lying at buoy No. A3.—Gilman & Co.

Lahore, British str., 5,303 tons, Capt. L. M. Gordon, R.D., R.N.R., from Singapore, which port she left on September 24th, with general cargo and 202 greyhound dogs, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Pennsylvania, American str., 3,522 tons, Capt. G. J. Linnander, from Manila, which port she left on September 28th, with a general cargo, lying at buoy No. A25.—Stater Co.

President Lincoln, American str., 14,187 tons, Capt. H. W. Jones, from Manila, which port she left on September 29th, with 2,400 tons of general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.

Sarpedon, British str., 6,921 tons, Capt. J. U. Williamson, from Dairen *viâ* Shanghai. The latter port she left on September 29th, with a general cargo, lying at Holt's Wharf.—B. & S.

CLEARANCES.

October 1st.

Ankiang, for Swatow.
Chinhua, for Hoihow.
Havdort, for Bangkok.
Hiram, for Swatow.
Hoong Hoi, for Haiphong.
Hup Sang, for Canton.
Japan, for Singapore.
Lahore, for Shanghai.
Lushan Maru, for Swatow.
Pennsylvania, for San Francisco.
President Lincoln, for Shanghai.
Proteus, for Haiphong.
Siberia Maru, for Keelung.
Song Bo, for Haiphong.
Sunkong, for Kwang Chow Wan.
Svale, for Swatow.
Taisei Maru, for Canton.
Tak Hing, for Macao.
Talma, for Amoy.
Wing Lee, for Kwang Chow Wan.
Yunnan, for Canton.

THE TREVESSA TROPHY.

NEXT RACE ON OCTOBER 31st.

The tenth biannual race for ship's lifeboats for the Trevessa Trophy will take place on Wednesday, October 31st, starting at 4 p.m.

Ships proposing to enter boats are requested to notify the Hon. Secretary, Royal Hong Kong Yacht Club, not later than noon on the day of the race.

PASSENGERS.

Arrivals.

The following cabin passengers arrived here on September 30th by the R.M.S. *Empress of Canada* from Manila:—For Hong Kong: Mr. and Mrs. W. Douglas, Master N. B. Douglas, Master I. K. Douglas, Mr. S. Ohara, Mr. H. C. Whittall, Mr. Ye Sue Kuy, Mr. E. C. Barrie, Mr. R. Chooleram, Mrs. M. Humbuetel, Mrs. N. W. Cecha, Capt. E. Jones, Father P. M. Prieto, Father A. Andres, Father E. Blanco, Mr. V. P. Perez, Mr. J. Paez, Mr. M. Espeleta, Mr. V. Ramos, Mr. R. Herrera, Mr. T. Jansalin, Mr. A. Tubino, Mr. C. Fajarda, Mr. A. Valeroso, Mr. H. Habla, Mr. V. Blas, Mr. Chan Hick Sing, Mr. Pun Tsai Wing, *alias* Mr. Pun Yee Lao, Mr. Pon Sheng, Mr. Kwan Lee, Mr. C. H. Johnson, Lt. and Mrs. J. L. Bowen, Mrs. E. C. Elser, Capt. and Mrs. W. R. McKay, Master M. W. McKay, Major T. J. L. Thompson, Mr. Tee Chang Pee, Mr. Quirino Uy Quioco, Mr. Simplicio Quirino Uy Quioco, Mrs. Tan Chick, Master Guillermo Uy Quioco, Mr. and Mrs. S. Kawamura, Master I. Kawamura, Master T. Kawamura, Master K. Kawamura, Mr. J. H. Bagley, Mr. S. M. Bamp, Dr. P. Potenciano, Mr. F. E. Zuelling, Capt. and Mrs. C. Bazire, Mr. P. Campo, Mr. S. G. Chofre, Mr. J. F. Creedon, Mr. Joe Hall, Mr. T. N. McKinney, Mr. Pedro Perez, Mr. Ranuario Cruz, Father F. A. Urtasun, Mr. Tan Chan Nguen, Mr. Yen Yeow Bin, Mr. Lee Wai Tong, Mr. Liau Koon Lau, Mr. Yu Hang Chi, Mr. Chow Hsin Hsin, Mr. Fung Yun Yau, Mr. Lee Sou Wah, Mr. Chen Poh, Mr. Liang Koon Soong, Mr. Chen Chan Wo, Mr. Au Yuen Sang, Mr. Zee Voon Ming, Mr. Chen Yu Tim, Mr. Tai Ling King, Mr. Chen Ping Zieng, Mr. Chen Ka Kau, Mr. Foo Wo Suen, Mr. Hu Yau Kai, Mr. and Mrs. K. Itakura, Capt. and Mrs. I. B. Mayers, Mrs. O. Campo, Master K. Campo, Mr. and Mrs. A. Florentino, Mr. B. S. Houston.

The following arrived here on October 1st from Manila by the s.s. *President Lincoln*:—For Hong Kong: Mr. and Mrs. L. P. Da Costa, Mr. and Mrs. C. G. De La Cruz, Rafael De La Cruz, Gillermo De La Cruz, Cezar De La Cruz, Mrs. Mabel Greer, Sy Sin Pek, Mr. Te Pao, Mr. and Mrs. T. B. Williams, Sam Williams, Tom Williams. For Kobe: Mr. Denyse W. Atwater, Mrs. S. N. Atwater, Mr. and Mrs. John Manrique, Mrs. H. W. Watson. For Yokohama: Catherine Cemeinhardt, Mary M. Merrick. For Seattle: Mrs. Ruth Fossum, Mr. William McGibbon.

The following passengers arrived here on October 1st by the s.s. *Sarpedon* from Shanghai:—For Hong Kong: Mrs. Agnes C. Chaloner, Miss Sybil M. Chaloner, Mr. Michael I. Delnikoff, Miss Mozelle Ellis, Mr. and Mrs. G. C. Kitching, Miss D. Madar, Mr. and Mrs. C. J. Marsh, Mr. Paul Van Cleef, Mr. and Mrs. T. G. Weale. For Singapore: Mr. and Mrs. Reginald V. Meyer, Master Kenneth Meyer. For London: Mr. R. J. Barker, Mr. Albert, Mrs. E. A. L. Laws, Master Frank H. Laws, Mrs. G. S. M. North, Miss Joan M. North, Mrs. Grace Parkinson, Master Charles Parkinson, Mr. Herman S. Soderlindh, Mr. William H. Whitehouse, Mrs. Dorothy Whitehouse.

WORK DONE ON THE "SHINYO MARU."

SUB-CONTRACTORS AT VARIANCE.

CLAIM AND COUNTER-CLAIM.

Two sub-contractors were in the Summary Court yesterday before Mr. Justice P. Jacks one of them, Kwok Yee, claiming the sum of $263 from Li Ming. The money was said to be the balance owing to the plaintiff for work done on board the s.s. *Shinyo Maru*. Defendant filed a counter-claim for $278, being the price of work done which the plaintiff had not satisfactorily carried out.

Mr. W. D. Owen appeared for the plaintiff and Mr. A. el Arculli was for the defendant.

In his outline of the case, Mr. Owen said that the claim was one for work done on board the s.s. *Shinyo Maru*. In July 3rd, defendant took the plaintiff over the work, and after inspecting the ship plaintiff agreed to scrape and re-paint two coal bunkers for $640, to paint the hull for $38, and scrape and chip two deck houses for $70. The total charges were $768. The work was to be completed on or about July 9th, as the vessel was leaving Hong Kong on July 11th. Plaintiff had received several sums of money on account which totalled to $505. On July 9th work was completed and the defendant was taken around the ship to see if everything was well done. He was satisfied and gave another $30 on account.

The balance was left unpaid and although several requests had been made for a settlement it was still outstanding.

The defence was that defendant himself was a sub-contractor the work having been sub-contracted to them by one Toh Kee. Defendant in his turn sub-contracted it to the plaintiff subject to the condition that the work was to be done to the satisfaction of the original contractor. The defendant alleged that Toh Kee was not satisfied with the work done and also complained of some wires having been removed from the bunkers. As a result of plaintiff's negligence, the sum of $278 was deducted from defendant's account by the original contractor.

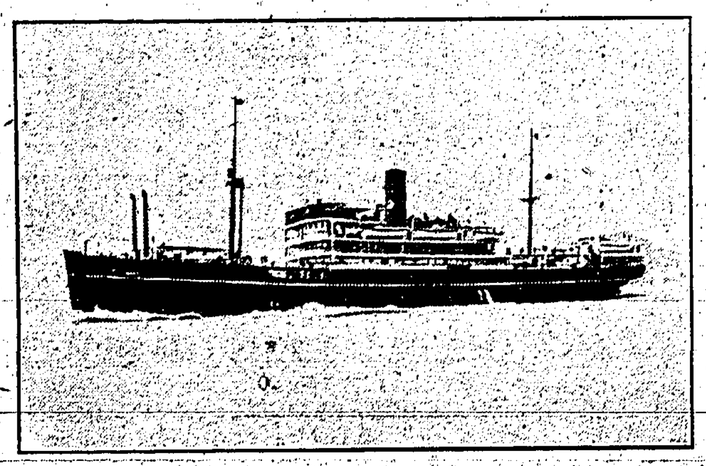
The case was adjourned until October 16th.

P. & O. VESSEL ON THE MUD.

The Master (Capt. M. Gordon, R.D., R.N.R.) of the P. & O. liner *Lahore* which arrived here yesterday from Rotterdam and Singapore reported that the vessel went aground on soft mud at 11 a.m. on September 30th at the following position:—Latitude 23° 0' and Longtitude 114° 30'. However the vessel got off with the rising tide at noon and proceeded on her voyage to Hong Kong. The vessel sustained no damage. She was carrying some 5,786 tons of cargo and is herself a vessel of 3,161 net and 5,303 gross.

THE HONG KONG & WHAMPOA DOCK
COMPANY, LIMITED.
TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.
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Please address enquiries to the Chief Manager,
R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI ...	"KWONGSANG"	Wed., 3rd Oct., at 7 a.m.
	"HUPSANG"	Sun., 7th Oct., at 7 a.m.
	"KWAISANG"	Wed., 10th Oct., at 7 a.m.
	"HANGSANG"	Sun., 14th Oct., at 7 a.m.
OSAKA via AMOY, S'HAI, MOJI & KOBE ...	"NAMSANG"	Thurs., 11th Oct., at 7 a.m.
SHANGHAI via AMOY...	"SUISANG"	Sun., 21st Oct., at 7 a.m.
CANTON ...	"KWAISANG"	Satur., 6th Oct., at 5 p.m.
SINGAPORE ...	"FOOKSANG"	Fri., 5th Oct., at 3 p.m.
STRAITS & CALCUTTA...	"HOSANG"	Fri., 12th Oct. at 3 p.m.
	"KUTSANG"	Wed., 17th Oct., at 3 p.m.
TIENTSIN ...	"CHEONGSHING"	Tues., 2nd Oct., at 4 p.m.
SANDAKAN ...	"MAUSANG"	Thurs., 18th Oct., at 3 p.m.

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GENERAL MANAGERS
Telephone: Central No. 215. [6

GLEN LINE.
FARE: HONG KONG TO LONDON £32.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENAPP" ...	(via Oran)	31st Oct.
Motor Vessel "GLENSHIEL" ...	(via Oran)	14th Nov.
Motor Vessel "GLENBEG" ...	(via Oran)	14th Dec.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK

Steamship	"CARNARVONSHIRE" ...	14th Oct.
Motor Vessel	"GLENBEG" ...	29th Oct.
Steamship	"PEMBROKESHIRE" ...	18th Nov.
Steamship	"GLENIFFER"	25th Nov.

For Freight, Passage and further Particulars, apply to
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AGENTS: THE GLEN LINE, LTD. [7

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FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:
Cabin class £73. Intermediate class... £48.
THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON
Cabin class £80.

NEXT SAILINGS TO EUROPE:—

Freight	S.S. "Schlesien"	departure	13th Oct.
Pass.	S.S. "DERFFLINGER" ...	departure	20th Oct.
Freight	S.S. "Giessen"	departure	9th Nov.
Pass.	S.S. "SAARBRUECKEN" ...	departure	17th Nov.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles Rotterdam, Hamburg and Bremen.

◀ Through Bills of Lading issued to all parts of the world. ▶

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers) JAPAN (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI:
Cabin class $75.00. Intermediate class...$45.00.

Freight	M.S. "Trave"	due here	13th Oct.
Pass.	S.S. "SAARBRUECKEN" ...	due here	21st Oct.
Freight	S.S. "Pfalz"	due here	7th Nov.
Pass.	S.S. "COBLENZ"	due here	19th Nov.

MELCHERS & CO.,
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Telephone C. 6378. 3, Chater Road. Queen's Building.

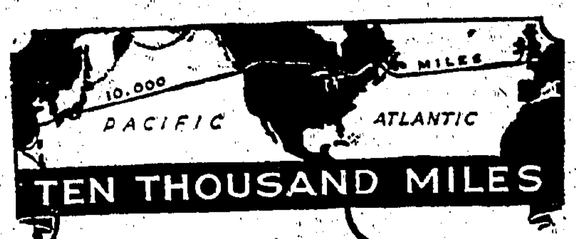
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FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HALVARD		Tuesday,	the 2nd Oct., at 12 Noon
HAINING		Friday,	the 5th Oct., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or *vice-versa* and Return by the same Steamer at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
8 General Managers



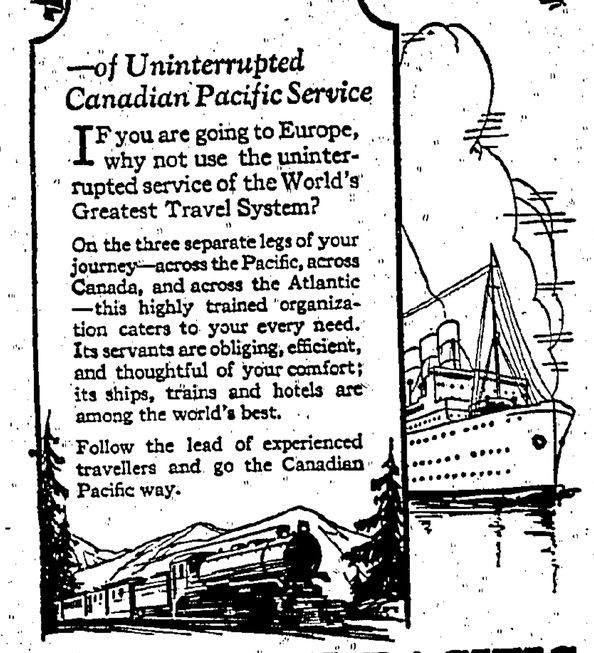
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Follow the lead of experienced travellers and go the Canadian Pacific way.



CANADIAN PACIFIC

Next sailing to the Pacific Coast
S.S. "EMPRESS OF CANADA"
OCTOBER 3RD, 1928—At NOON.

WORLD'S GREATEST TRAVEL SYSTEM

N.Y.K. LINE



THROUGH BOOKING TO EUROPE AT REDUCED RATES
£120, £113, £110, £102, £83; VIA SAN FRANCISCO.
G$440, G$420 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
SIBERIA MARU (Calls Keelung & Los Angeles) Tuesday, 2nd Oct., 10 a.m.
TAIYO MARU (Calls Los Angeles) ... Wednesday, 17th Oct.
TENYO MARU ... Tuesday, 30th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
FUSHIMI MARU Saturday, 6th Oct.
HAKOZAKI MARU Saturday, 20th Oct.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 24th Oct.
MISHIMA MARU (Calls Zamboanga) Wednesday, 21st Nov.

BOMBAY via Singapore, Penang & Colombo.
AWA MARU Thursday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BAKUYO MARU Monday, 12th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KANAGAWA MARU Tuesday, 9th Oct.

NEW YORK and BOSTON via PANAMA.
† TOBA MARU Sunday, 21st Oct.

LIVERPOOL via Port Said, Genoa & Marseilles.
† LIMA MARU (Calls Glasgow) Sunday, 21st Oct.

CALCUTTA via Singapore, Penang & Rangoon.
† GENOA MARU Monday, 8th Oct.
† TOKUSHIMA MARU Friday, 19th Oct.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU Friday, 19th Oct.

SHANGHAI, KOBE & YOKOHAMA.
TOYOOKA MARU Wednesday, 3rd Oct.
† TSURUGA MARU Sunday, 14th Oct.
HARUNA MARU Monday, 15th Oct.

† Cargo only.
Subject to alteration without notice.
For further information, apply to—
NIPPON YUSEN KAISHA
Telephone: Central No. 292 (Private exchanges to all Depts.). [7

To the Publishers
"HONG KONG WEEKLY PRESS"
11, ICE HOUSE STREET, HONG KONG.

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A COMPREHENSIVE AND COMPLETE REPORT of the NEWS OF THE FAR EAST is given in the

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Shipping News

Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

CARGO TOTALS SHOW A DECREASE.

10,000 TONS BRITISH IMPORTS.

The general cargo returns for Hong Kong and through ports for the 24 hours ended at 9 a.m. yesterday were lower than the previous day's figures. However, both were slightly above the average, British imports being very good. Ten arrivals and fifteen departures were shown of which six arrivals and six departures were British vessels.

Six vessels discharged a total of 11,232 tons of general merchandise for this port of which four British ships contributed 10,643 tons. The best carrier was the s.s. *Baron Belhaven* from Java with 8,000 tons of sugar. This vessel is a British ship under the charter of Messrs. Java-China-Japan Lijn. The s.s. *Lahore* (British) had 1,950 tons of general cargo for this port.

Through freights carried by eight vessels amounted to 14,612 tons of which 6,501 tons were contributed by five British ships. The best carrier was the s.s. *Japan* (Swedish) from Vladivostock and Shanghai with 5,250 tons of general cargo. The s.s. *Lahore* (British) was again second best carrier with 3,336 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	6	6
Dutch	1	0
Swedish	1	0
Japanese	2	4
Chinese	0	4
German	0	1
Total	10	15

VESSELS EXPECTED.

Australian-Oriental Line.
Changte, Oct. 9th.
Taiping, Nov. 6th.

Bank Line.
City of Khios, to-day.
City of Wellington, October 5th.
City of Easthourne, October 10th.
City of Mobile, October 27th.
City of Perth, Oct. 30th.
City of Chester, Nov. 24th.
City of Lahore, Dec. 8th.
City of Madras, Dec. 22nd.

Ben Line.
Benmacdhui, Oct. 6th.

Blue Funnel Line.
Sarpedon, to-morrow.
Protesilaus, October 6th.
Asbyanax, October 10th.
Oanfa, October 13th.
Calchas, October 16th.
Talthybius, October 16th.
Agapenor, October 17th.
Antenor, October 18th.
Diomed, October 20th.
Eurylochus, October 20th.
Pyrrhus, October 24th.
Patroclus, October 31st.
Cyclops, November 6th.
Ixion, November 6th.
Deucalion, November 8th.
Perseus, November 12th.
Menelaus, Nov. 13th.
Hector, Nov. 14th.
Helenus, Nov. 17th.
Titan, Nov. 20th.
Tyndareus, Nov. 25th.
Asphalion, Nov. 27th.
Glaucus, Nov. 30th.
Telemachus, Dec. 6th.
Philoctetes, Dec. 9th
Dardanus, Dec. 12th.
Aenas, Dec. 17th.
Theseus, Dec. 28th.
Atreus, Dec. 29th.

British-India and Apcar Line.
Takada, to-day.
Talamba, Oct. 11th.
Takliwa, Oct. 13th.
Canara, Oct. 17th.
Talma, Oct. 23th.
Tilawa, Oct. 30th.

Canadian Pacific Line.
Empress of Russia, Oct. 13th.
Empress of Asia, Oct. 29th.
Empress of Canada, Nov. 19th.

Dodwell & Co.
Toronto, October 10th.

East Asiatic Co., Copenhagen.
Chile, Oct. 15th.
Malaya, Oct. 24th.
Afrika, Nov. 6th.
Siam, Dec. 2nd.
Danmark, Dec. 30th.

Eastern and Australian Lines.
Arafura, Oct. 13th.
Tanda, Nov. 5th.
St. Albans, Dec. 3rd.

Glen Line
Carnavonshire, October 14th.
Glenbeg, Oct. 29th.
Glenapp, Oct. 31st.
Pembrokeshire, Nov. 12th.
Glenlffer, Nov. 25th.

Hamburg-Amerika Linie and Hugo Stinnes Linien.
Carl Legien, Oct. 9th.
Burgenland, Oct. 11th.
Ruhr, October 28th.
Sachsen, Nov. 11th.
Duisburg, Nov. 23rd.
Oldenburg, Dec. 9th.

Java-China-Japan Lijn.
Tjimanock, October 5th.
Tjileboet, Oct. 8th.
Tjisaroea, Oct. 10th.
Tjikarang, Oct. 15th.
Tjisalak, Oct. 19th.
Tjikini, Oct. 22nd.
Tjisondari, Oct. 24th.

Messageries Maritimes.
D'Artagnan, October 9th.
General Metzinger, October 9th.
Paul Lecat, October 23rd.
Sphinx, Oct. 23rd.
Andre Lebon, Nov. 7th.
Chenonceaux, Nov. 21st.
Porthos, Dec. 5th.
Athos II., Dec. 19th.

Nippon Yusen Kaisha.
Genoa Maru, Oct. 4th.
Fushimi Maru, Oct. 5th.
Tokushima Maru, Oct. 7th.
Kanagawa Maru, Oct. 8th.
Awa Maru, Oct. 10th.
Taiyo Maru, Oct. 10th.
Penang Maru, Oct. 11th.
Tsuruga Maru, Oct. 13th.
Haruna Maru, Oct. 14th.
Dakar Maru, Oct. 17th.
Mishima Maru, Oct. 18th.
Wakasa Maru, Oct. 18th.
Hakozaki Maru, Oct. 19th.
Toba Maru, Oct. 20th.
Akita Maru, Oct. 21st.
Ceylon Maru, Oct. 21st.
Lima Maru, Oct. 21st.
Aki Maru, Oct. 23rd.
Kitano, Oct. 23rd.
Tenyo Maru, Oct. 23rd.

Norddeutscher Lloyd, Bremen.
Schlesien, Oct. 13th.
Trave, Oct. 13th.
Saarbruecken, Oct. 21st.
Pfalz, Nov. 7th.
Coblenz, Nov. 18th.

Peninsular and Oriental.
Kidderpore, Oct. 12th.
Macedonia, Oct. 12th.
Morea, Oct. 12th.
Jeypore, Oct. 13th.
Karmala, Oct. 19th.
Khyber, Oct. 26th.
Khiva, Oct. 27th.
Mirzapore, Nov. 1st.
Kashmir, Nov. 2nd.
Malwa, Nov. 9th.
Naldera, Nov. 23rd.
Mantua, Dec. 7th.
Kalyan, Dec. 21st.

Prince Line.
Japanese Prince, October 14th.
Chinese Prince, Nov. 8th.

DAILY WATERFRONT NEWS.

STRUCK TWO JUNKS.

[BY LONGSHOREMAN.]

A mishap is reported by the Master of the s.s. *Japan* (Swedish) which arrived from Vladivostock and Shanghai. The report states that the vessel struck two junks on September 28th off Bonham Strait. No damage to either vessel is reported and no lives were lost. The vessel left Shanghai on September 28th.

Making Fast To A Vessel Underway.

Four mistresses of cargo boats pleaded not guilty before the Marine Magistrate Commander J. B. Newill, R.N., D.S.O., at the Harbour Office yesterday morning to making fast to the motor vessel *Fook On* whilst the latter was underway. The defendants stated that the motor vessel *Fook On* was already moored to her wharf and that they were thrown against the vessel by the strong current which was flowing at the time.

Lance Sergeant Gardiner who made the arrests said that he saw defendants using ropes and poles to make fast to the vessel. In reply to this the women said that they only used poles to push their boats clear of the vessel.

The Magistrate found them guilty and imposed fines of $10 on each defendant with the alternative of 10 days' hard labour.

No Lights.

The masters of a trading junk and a fishing boat were before the Marine Magistrate for being underway in the harbour without the regulation lights on their boats. Both defendants pleaded guilty and a fine of $10 with the alternative of ten days' imprisonment was imposed on both defendants.

Asiatic Deck Passengers.

Four vessels brought 965 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia*, which left Hong Kong on September 12th, arrived at Vancouver on September 20th.

The Ben Line s.s. *Benmacdhui*, from Middlesbro', Antwerp, London and Straits, left Singapore for this port on September 30th, and is due to arrive here on the 6th inst.

SUNRISE AND SUNSET.

	Sunrise.	*Sunset.*
To-day	6.15 a.m.	6.10 p.m.
To-morrow	6.15 ,,	6.10 ,,
Thursday	6.16 ,,	6.08 ,,

Royal Packet Nav. Co. (K.P.M.)
Cremer, to-day.

Swedish East Asiatic Co., Ltd.
Benares, Oct. 7th.
Sumatra, Oct. 20th.
Agra, Oct. 30th.

Wilh. Wilhelmsen, Oslo, Norwegian Africa and Australia Line.
Tungsha, Oct. 12th.
Rena, Nov. 26th.
Taiwan, Dec. 8th.

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"CITY OF DELHI"	... Havre, London, Rotterdam & Hamburg		25th October
"CITY OF GLASGOW"	... Havre, London, Rotterdam & Hamburg		17th November
"CITY OF MOBILE"	... London, Rotterdam & Hamburg		9th December

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE

"CITY OF WELLINGTON"		via Suez Canal	5th October
"CITY OF KHIOS"		via Suez Canal	23th October
"CITY OF PERTH"		via Suez Canal	30th November

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"CEDARBANK" 25th November

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"TINHOW" 15th November
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination
"MOREA"	10,933	13th Oct.	Marseilles and London.
†"KHIVA"	9,135	27th Oct.	Marseilles, London and Hull.
*"MIRZAPORE"	6,715	1st Nov.	Straits & Bombay.
*"KIDDERPORE"	5,334	10th Nov.	Straits, Bombay and Karachi.
"MACEDONIA"	11,120	10th Nov.	Bombay, Marseilles and London.
†"KHYBER"	9,114	24th Nov.	Marseilles, London and Hull.
"KARMALA"	9,128	1st Dec.	Marseilles and London.
*"JEYPORE"	5,318	6th Dec. [Mars.	L'don, Hull, A'werp, B'dam, H'burg
"MALWA"	10,946	8th Dec.	Bombay, Marseilles and London.
"KASHMIR"	8,985	15th Dec.	Marseilles and London.
"NALDERA"	16,088	22nd Dec.	Bombay, Marseilles and London.
"MANTUA"	10,946	5th Jan., 1929	do.
"KALYAN"	9,144	19th Jan., ,,	Marseilles and London.
"MOREA"	10,953	2nd Feb., ,,	Bombay, Marseilles and London.
"KASHGAR"	9,006	16th Feb., ,,	Marseilles & London.
"MACEDONIA"	11,120	2nd Mar., ,,	Marseilles and London
"KHIVA"	9,135	16th Mar., ,,	do.
"KARMALA"	9,128	23rd Mar., ,,	do.
"MALWA"	10,930	30th Mar., ,,	do.
"NALDERA"	16,088	13th Apr., ,,	S'bay., Mars., & London.
"KASHMIR"	8,985	20th Apr., ,,	Marseilles and London.
"MANTUA"	10,941	27th Apr., ,,	Bombay, Marseilles and London
"KHYBER"	9,114	11th May, ,,	Marseilles and London.
"MOREA"	10,953	25th May, ,,	Bombay, Marseilles and London.
"KALYAN"	9,144	8th June, ,,	Marseilles and London.
"RAJPUTANA"	16,563	22nd June, ,,	Bombay, Marseilles & L'don.

* Cargo only.
† Calls Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TAKADA"	6,949	3rd Oct., 4.30 p.m.	Singapore, Penang & Calcutta.
"TALAMBA"	8,018	13th Oct.	do.
"TALMA"	10,000	27th Oct.	do.
"TAKLIWA"	7,936	7th Nov.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	2nd Nov.	Manila, Sandakan, Thursday Island, Townsville, Brisbane Sydney and Melbourne.
"TANDA"	6,956	30th Nov.	
"ST. ALBANS"	4,500	28th Dec.	
"ARAFURA"	6,000	1st Feb., 1929	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

*"LAHORE"	5,353	2nd Oct., 5 p.m.	S'hai., Moji, Kobe & Yokohama.
"ARAFURA"	6,000	12th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	12th Oct.	S'hai., Moji, Kobe & Yokohama.
*"KIDDERPORE"	5,334	12th Oct.	Moji & Kobe
*"JEYPORE"	5,318	14th Oct.	Shanghai, Kobe & Yokohama.
"TAKLIWA"	7,936	15th Oct.	Amoy, S'hai., Moji, Kobe & Osaka.
*"CANARA"	6,012	19th Oct.	Moji, Kobe, Yokahama & Osaka.
"KARMALA"	9,128	19th Oct.	S'hai., Moji, Kobe & Yokohama.
"KHYBER"	9,114	26th Oct.	S'hai., Moji, Kobe & Yokohama.
"TILAWA"	10,006	1st Nov. [Amoy,	S'hai., Moji, Kobe, Yoko. & Osaka.
"KASHMIR"	8,985	2nd Nov.	S'hai., Moji, Kobe & Yokohama.
"TANDA"	6,956	6th Nov.	Moji, Kobe, Osaka & Yokahama
"MALWA"	10,986	9th Nov.	S'hai., Moji, Kobe & Yokohama.
"TAKADA"	6,949	12th Nov.	Amoy, Moji, Kobe & Osaka.
"NALDERA"	16,088	23rd Nov.	Shanghai, Kobe & Yokohama.
"TALAMBA"	8,018	27th Nov.	Amoy, Moji, Kobe Y'hama & Osaka
"ST. ALBANS"	4,500	4th Dec.	Moji, Kobe, Osaka & Yokohama.
"MANTUA"	10,946	7th Dec.	S'hai., Moji, Kobe & Yokohama.
"TALMA"	10,000	9th Dec.	Amoy, S'hai., Moji, Kobe & Osaka.
"TAKLIWA"	7,936	18th Dec.	Amoy, Moji, Kobe Y'hama & Osaka
"KALYAN"	9,144	21st Dec.	S'hai., Moji, Kobe & Yokohama.
"SANTHIA"	7,754	27th Dec.	Amoy, Moji, Kobe & Osaka
"MOREA"	10,953	4th Jan., 1929	Shanghai, Moji Kobe & Y'hama.
"ARAFURA"	6,000	8th Jan., ,,	Moji, Kobe, Osaka & Y'hama.
"KASHGAR"	9,006	13th Jan., ,,	S'hai., Moji, Kobe & Yokohama.
"MACEDONIA"	11,120	1st Feb., ,,	do.
"TANDA"	6,956	5th Feb., ,,	Moji, Kobe, Osaka & Y'hama.
"KHIVA"	9,135	15th Feb., ,,	S'hai., Moji, Kobe & Yokohama.
"MALWA"	10,986	1st Mar., ,,	do.
"KARMALA"	9,128	8th Mar., ,,	Shanghai.
"NALDERA"	16,088	15th Mar., ,,	S'hai., Moji, Kobe & Yokohama.
"KASHMIR"	8,985	22nd Mar., ,,	do.
"MANTUA"	10,946	29th Mar., ,,	do.
"KHYBER"	9,114	12th Apr., ,,	do.
"MOREA"	10,953	26th Apr., ,,	do.
"KALYAN"	9,144	10th May, ,,	do.
"RAJPUTANA"	16,563	24th May, ,,	Shanghai, Kobe & Yokohama.

* Cargo only

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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MACKINNON MACKENZIE & CO.
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m.v. "SUMATRA" Loading about 20th October.

FOR SHANGHAI, JAPAN AND VLADIVOSTOCK.
m.v. "BENARES" Loading about 9th October
m.v. "AGRA" 30th October

For further particulars, apply to the Agents—
GILMAN & CO., LTD., Hong Kong. G. E. HUYGEN, Canton.
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POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Amoy	*Takada*	2nd Oct.
Straits	*Cremer*	2nd Oct.
Japan & Shanghai	*Fushimi Maru*	5th Oct.
Europe via Negapatam (Letters only, London, 6th Sept.) —	*Bisaree*	7th Oct.
Australia & Manila	*Changte*	9th Oct.
Japan & Shanghai	*D'Artagnan* ...	9th Oct.
Japan & Shanghai	*Morea*	12th Oct.
U.S.A., Canada, Japan & Shanghai ...	*Emp. of Russia* ..	15th Oct.

OUTWARD MAILS.

For	Per	Date & Time
Shanghai, Japan, & *Victoria, B.C.—due Victoria B.C., 22nd October	*Pres. Lincoln* ...	Tuesday, 2nd, 8.30 A M
Formosa, *Shanghai, *Japan, Honolulu & *San Francisco—due San Francisco, 26th Oct.	*Siberia Maru* ...	8.30 A M
Manila	*Salabangka* ...	10.30 A M
Swatow, *Amoy and Foochow	*Halcard*	11.00 A M
Bangkok	*Halidor*	3.30 P M
Amoy	*Soochow* ...	4.30 P M
Swatow	*Kwongsang* ...	5.00 P M
Shanghai, Japan, Canada, U.S.A., C. & S. America & *Europe via Vancouver, B.C.—due Vancouver, B.C., 20th October, & Europe via Siberia ...	*Emp. of Canada*	Parcels 5.00 P M Wednesday, 3rd, Reg. 9.15 A M Letters 10.00 A M
Swatow & Amoy	*Cremer*	Wednesday, 3rd 10.00 A M
Java via Batavia	*Tjiskembang* ...	2.30 P M
Swatow and Bangkok	*Michael Jebsen* ...	2.30 P M
Shanghai	*Yunnan*	4.30 P M
Swatow, Amoy & Formosa	*Deli Maru* ...	Thursday, 4th. 10.30 A M
Shanghai	*Linan*	4.30 P M
Straits	*Fook Sang*	Friday, 5th. 1.30 P M
Swatow, Amoy and Foochow ...	*Hai Ning* ...	2.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 4th Nov.	*Fushimi Maru*...	*Kowloon P.O.* Reg. 4.30 P M Let., 6th, 9.00 A M *G.P.O.* Reg., 6th, 8.45 A M Letters 9.30 A M Par., 5th, 5.00 P M Reg. 6th, 9.45 A M Letters 10.30 A M
Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 30th Oct. ...	*Protesilaus* ...	Saturday, 8th, 2.30 P M 5.00 P M 5.00 P M 6.00 P M
Wei Hai Wei	*Kuaichow*	Sunday, 7th, 9.00 A M
Manila	*Pres. Hayes* ...	9.00 A M
Swatow	*Hopsang*	
Shanghai & EUROPE via Siberia...	*Sunning*	
Bangkok via Swatow	*Kalgan*	
Swatow, Amoy & Formosa	*Hosan Maru* ...	
Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 9th Nov. —	*D'Artagnan* ...	Tuesday, 9th, *Kowloon P.O.* Reg. 1.00 P M Letters 1.00 P M *G.P.O.* Reg. 1.45 P M Letters 2.30 P M 5.00 P M
Swatow	*Kwoisang* ...	Wednesday, 10th, 5.00 P M
Amoy	*Nam Sang* ...	Friday, 12th, Parcels Noon
Straits and Calcutta	*Hosang*	Letters 1.00 P M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.
* "SARPEDON" 3rd Oct., Mars., L'don., B'dam. & Glasgow.
"CALCHAS" 16th Oct., Mars., Casablanca, L'don., B'dam. & H'burg.
* "PATROCLUS" 31st Oct., Mars., L'don., B'dam. & Glasgow.

LIVERPOOL SERVICE.
"EURYLOCHUS" 20th Oct., Genoa, Havre, Liverpool & Glasgow.
"TITAN" 20th Nov., Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)
"PROTESILAUS" 6th Oct., Victoria, Vancouver & Seattle.
"TALTHYBIUS" 27th Oct., Victoria, Vancouver & Seattle.

NEW YORK SERVICE.
"AGAPENOR" 17th Oct., New York, Boston & Baltimore.
"PYRRHUS" 16th Nov., Boston, New York & Baltimore.

INWARD SERVICE.
Due For
"ASTYANAX" 10th Oct., S'hai., Moji, Kobe & Y'hama.
"CANFA" 13th Oct., S'hai., Moji, Kobe & Y'hama.

PASSENGER SERVICE.
* "SARPEDON" 3rd Oct., Singapore, Marseilles & London.
* "PATROCLUS" 31st Oct., Singapore, Marseilles & London.
* Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital$50,000,000
Issued and Fully Paid-up$30,000,000
Reserve Funds:—
Sterling £8,000,000
Silver$14,000,000
Reserve Liability of Proprietors$30,000,000

Head Office: Hong Kong.

Court of Directors:
A. H. Compton, Esq., Chairman.
N. S. Brown, Esq., Deputy Chairman.
Hon. Mr. R. D. F. Beith. P. W. Massey, Esq.
W. H. Bell, Esq. W. L. Pattenden, Esq.
Hon. Mr. C. G. S. Mackie. J. A. Plummer, Esq.
T. G. Weall, Esq.
H. P. White, Esq.
Chief Manager:
Hon. Mr. A. C. Hynes.

Branches:—
Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Chefoo, Colombo, Dairen, Foochow, Haiphong, Hamburg, Hankow, Harbin, Hongkew, Iloilo, Ipoh, Johore, Kobe, Kuala Lumpur, London, Lyons, Malacca, Manila, Moukden, Nagasaki, New York, Penang, Rangoon, Saigon, San Francisco, Shanghai, Singapore, Sungei Patani, Tientsin, Tokyo, Tsingtao, Yokohama.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hong Kong, 10th Sept., 1928. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the Hong Kong & Shanghai Banking Corporation,
A. C. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [8

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS U.S. $3,500,000.00

HEAD OFFICE:
37, Wall Street, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Allowed on all Deposits. Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. $537,000,000.00.
D. M. BIGGAR,
28] Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000 (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000 (£6,666,670.)
Reserve Fund.....Guilders 40,000,000 (£3,333,333.)

Head Office—AMSTERDAM.*
Eastern Head Office—BATAVIA.

BRANCHES.—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jiddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta, (Solo), Tegal, Tjilatjap and Weltevreden*.
*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.
O. STEENSTRA,
Manager.
Hong Kong, 30th Aug., 1928. [34

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up ...Yen 100,000,000
Reserve Fund..... Yen 102,500,000

Head Office: Yokohama.

Branches and Agencies at:
Alexandria, Batavia, Bombay, Buenos Ayres, Calcutta, Canton, Changchun, Dairen (Dalny), Fengtien (Mukden), Hamburg, Hankow, Harbin, Hong Kong, Honolulu, Kai Yuen, Karachi, Kobe, London, Lyons, Manila, Nagasaki, Newchwang, Osaka, New York, Peking, Rio de Janeiro, Vladivostock (Temporarily closed), Rangoon, Saigon, Soerabaya, San Francisco, Seattle, Semarang, Shanghai, Singapore, Shimonoseki, Sydney, Tientsin, Tokyo, Tsinanfu, Tsingtau.

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
H. MORI, Manager.
Hong Kong, 11th Sept., 1928. [35

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietors£3,000,000

AGENCIES AND BRANCHES:
Aden, Amritsar, Bangkok, Batavia, Bombay, Calcutta, Canton, Colombo, Delhi, Haiphong, Hamburg, Hankow, Harbin (North Manchuria), Hong Kong, Iloilo, Ipoh, Karachi, Klang, Kobe, Kuala Lumpur, Kuching, Madras, Medan, Manila, New York, Penang, Peshawar, Tongkah (Siam), Saigon, Semarang, Shanghai, Singapore (S.S.M.), Taiping (F.M.S.), Tavoy, Tientsin, Tokyo, Tsingtao, Yokohama, Zamboanga (Philippine Islands).

Foreign Exchange and General Banking Business transacted.
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hong Kong, 16th Mar., 1928. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

Prince's Building, Chater Road, Victoria, Hong Kong.
Head Office:
74, Rue St. Lazare, Paris.

Capital, fully paid up..... Frs. 50,000,000
Special Working Capital Frs. 50,000,000
Reserves Frs. 22,319,000

Branches:
Paris, Saigon, Tourane, Thanh-hoa, Peking, Lyons, Haiphong, Quinhon, Vinh, Shanghai, Hong Kong, Marseilles, Hanoi, Hue, Pnom Penh, Tientsin.

Bankers:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
L. BERNIS,
Manager.
Hong Kong, 6th Aug., 1928.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital£3,000,000
Subscribed Capital£1,600,000
Paid-up Capital£1,050,000
Reserve Fund and Rest..... ...£1,584,846

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:
Bangkok, Batavia, Bombay, Calcutta, Colombo, Delhi, Galle, Hong Kong, Howrah, Ipoh, Kandy, Karachi, Kota Bharu, Kuala Lumpur, Kuantan, (Pahang), Madras, New York, Penang, Port Louis (Mauritius), Rangoon, Simla, Singapore, Sourabaya.

Hong Kong Branches:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 1st Sept., 1928. [29

THE BANK OF CHINA.
中華銀行

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital $50,000,000.00
Paid-up Capital 19,760,200.00
Reserve Fund 9,964,398.69

Head Office:—Peking
Hong Kong Branch:—4, Queen's Road Central.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
New York Bankers:—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
SHOU J. CHEN,
Manager.
Hong Kong, 30th June, 1927. [30



The advertisement is issued by the British-American Tobacco Co. (China) Ltd. 28-745

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital..Frs.72,000,000.00
Paid-up Capital Frs.68,400,000.00
Reserve Fund Frs.102,000,000.00

Branches:
Bangkok, Battambang, Cantho, Canton, Djibouti, Fort Bayard, Haiphong, Hankow, Hanoi, Hong Kong, Mongtze, Nam-Dinh, Noumea, Papeete, Peking, Pnom-Penh, Pondicherry, Saigon, Shanghai, Singapore, Tientsin, Tourane, Yunnanfou.

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
CH. LEM.
Manager.
Hong Kong, 30th August, 1928. [32

THE BANK OF CANTON, LTD.

Head Office: Hong Kong.

Hong Kong Currency
Authorized Capital ..$11,000,000
Paid-up Capital 8,664,200
Reserve Fund 850,000

Branches:—
Canton, Shanghai, Hankow, Swatow, Bangkok, (New York and San Francisco.

London Bankers:—
The Lloyds Bank, Ltd.

Correspondents
all Principal Cities of the World.
Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.
LOOK FOONG SHAN,
Chief Manager.

THE BANK OF EAST ASIA, LIMITED.

Head Office: Hong Kong.
No. 10, Des Vœux Road Central.
Hong Kong.

Authorised Capital $10,000,000
Paid-Up Capital... 5,000,000
Reserve... 1,200,000

Branches and Agencies:—
Batavia, Bombay, Calcutta, Canton, Haiphong, Honolulu, Kobe, Kowloon, London, Melbourne, Nagasaki, New York, Osaka, Paris, Peking, Saigon, San Francisco, Seattle, Semarang, Shanghai, Singapore, Sourabaya, Taipeh, Tientsin, Tokyo, Penang, Rangoon, Saigon, Sydney.

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Safe Deposit Boxes To Let.
Kan Tong Po, Chief Manager.
Hong Kong, 5th Sept., 1927.

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

EXCHANGE.

CLOSING QUOTATIONS.

October 1st, 1928.

On London.—	
Telegraphic Transfer	2/-
Bank Bills, on demand	2/0 1/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/0⅛
Credits, at 4 months' sight	2/1
Documentary Bills, 4 months' sight	2/1⅛
On Paris.—	
Bank Bills, on demand ...	1.24⅔
Credits, 4 months' sight ...	1.31⅞
On New York.—	
Bank Bills, on demand ...	49⅜
Credits, at 60 days' sight...	50⅛
On Bombay.—	
Telegraphic Transfer ... Bank Bills, on demand...	133⅛
On Calcutta.—	
Telegraphic Transfer ... Bank Bills, on demand...	133⅛
On Shanghai.—	
Bank Bills, at sight ...	77⅛
Private, 30 days' sight ...	—
On Yokohama.—On demand...	105⅛
On Manila.—On demand ...	97⅛
On Singapore.—On demand...	85⅛
On Batavia.—On demand ...	121
On Haiphong.—On demand ...	—
On Saigon.—On demand ...	nom.
On Bangkok.—On demand ...	93⅛
Sovereign, Bank's Buying rate	$9.65
Gold Leaf, 100 fine, per tael...	—
Bar Silver, per oz.	25 9/16

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELLERS' CHEQUES' the word 'Travellers' being spelled with one 'l'. The advantage of the Cheques was so apparent that other banking institutions adopted the system."
Quoted from Pitman's Dictionary of Banking by Wm. Thomson.

Issued in G$10, G$20, G$50, G$100, and £5, and £10 denominations—bound in a small, handy wallet—and cost only ½ of 1 per cent.
Secure your steamship tickets, hotel reservations and itineraries; or plan your cruise or tour through

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